

11-1-2001

Meeting Notes 2001-11-01 [Part A]

Joint Policy Advisory Committee on Transportation

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A G E N D A

600 NORTHEAST GRAND AVENUE PORTLAND, OREGON 97232-2736



FRANCINE FLOYD
METRO

METRO

TEL 503-797-1916 FAX 503-797-1930

MEETING: JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION

DATE: November 1, 2001

DAY: Thursday

TIME: 7:30 a.m.

PLACE: Metro Conference Room 370A and B

1. Call to Order and Declaration of a Quorum.
2. Citizen Communications to JPACT on Non-agenda Items
- *3. Minutes of October 4, 2001 Meeting – APPROVAL REQUESTED
4. South Corridor Update – INFORMATIONAL – Richard Brandman, Ross Roberts
- **5. Oregon Transportation Investment Act (HB 2142) Recommendations – APPROVAL REQUESTED – Dave Williams/ODOT, Andy Cotugno
6. Adjourn

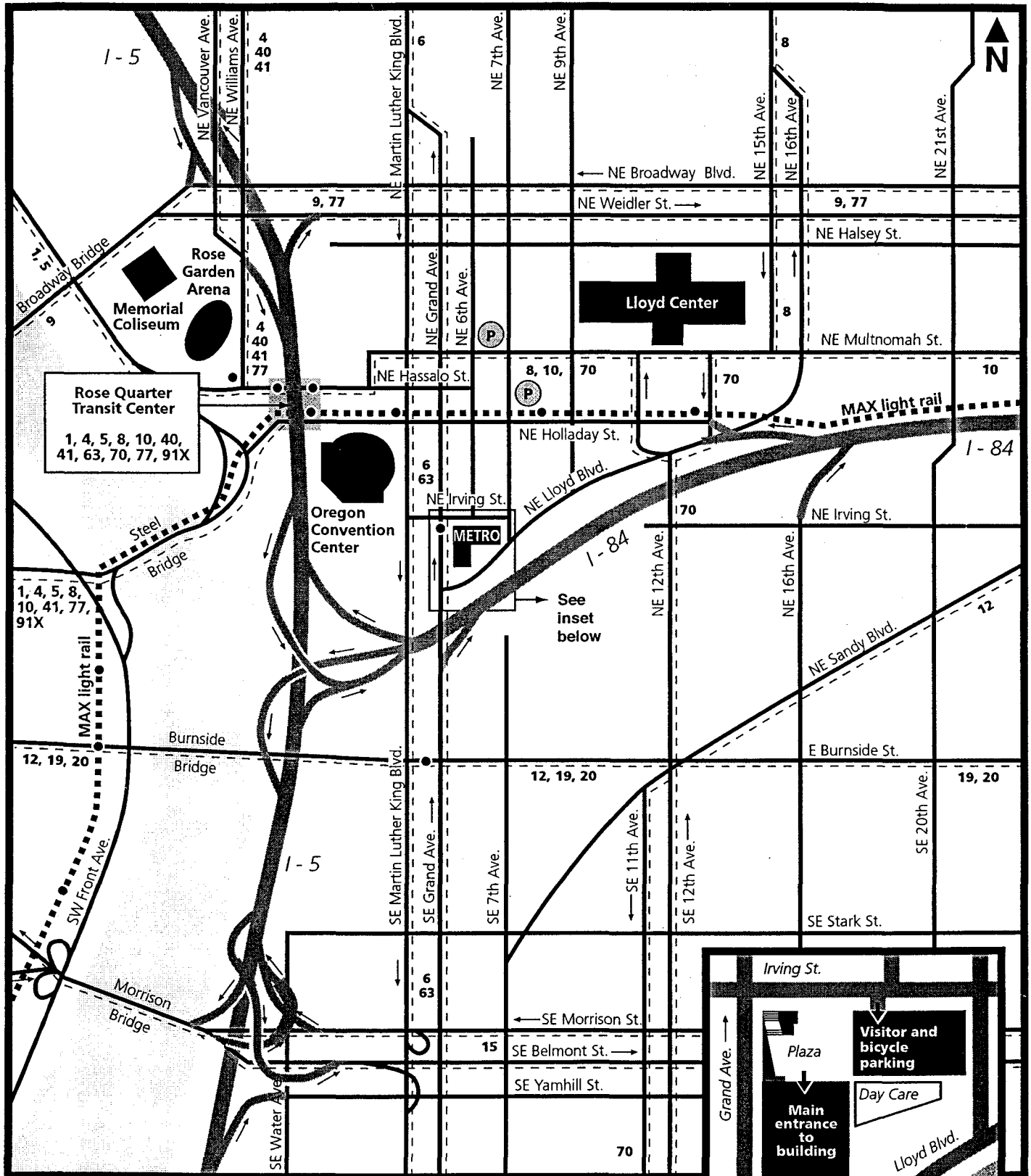
* Material available electronically. Please call 503-797-1916 for a paper copy.

** Not all material on this agenda item is available electronically.

All material will be available at the meeting.

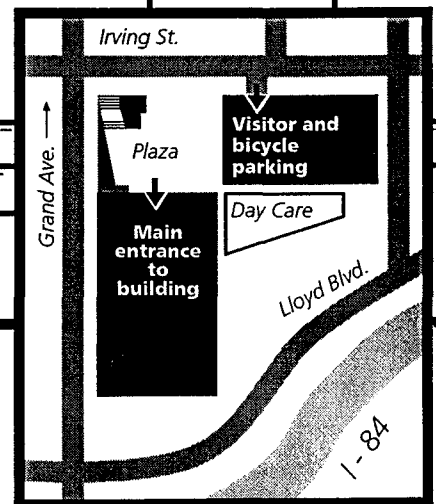
How to get to Metro Regional Center

600 NE Grand Ave. • 797-1700



Legend

- = bus route
- 00 = bus number
- = street
- Ⓟ = public parking
- = freeway
- = max
- = bus/max stop



Enter Metro visitor parking from Irving Street (time limit 4 hours per visit). Enter Metro Regional Center from the plaza.

955785G

M E M O R A N D U M


600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930



METRO

Date: October 30, 2001

To: JPACT

From:  Andrew C. Cotugno, Director
Planning Department

Subject: JPACT Meetings for Calendar Year 2002

Please mark your calendar for the following JPACT meeting times scheduled during calendar year 2002 in Metro conference room 370A and B:

Thursday	January 17, 2002	7:30 a.m.
Thursday	February 14	7:30 a.m.
Thursday	March 14	7:30 a.m.
Thursday	April 11	7:30 a.m.
Thursday	May 9	7:30 a.m.
Thursday	June 13	7:30 a.m.
Thursday	July 11	7:30 a.m.
Thursday	August 8	7:30 a.m.
Thursday	September 12	7:30 a.m.
Thursday	October 10	7:30 a.m.
Thursday	November 14	7:30 a.m.
Thursday	December 12	7:30 a.m.

ACC:ff

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M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1916 | FAX 503 797 1930



METRO

REVISED

Date: October 30, 2001

To: TPAC

From: Andrew C. Cotugno, Director
Planning Department

Subject: TPAC Meetings for Calendar Year 2002

Please mark your calendar for the following TPAC meeting times scheduled during calendar year 2002 in Metro conference room 370 A and B:

Friday	January 4, 2002 (in lieu of Dec. 28)	9:30 a.m.
Friday	February 1	9:30 a.m.
Friday	March 1	9:30 a.m.
Friday	March 29	9:30 a.m.
Friday	April 26	9:30 a.m.
Friday	May 31	9:30 a.m.
Friday	June 28	9:30 a.m.
Friday	July 26	9:30 a.m.
Friday	August 30	9:30 a.m.
Friday	September 27	9:30 a.m.
Friday	November 1	9:30 a.m.
Wednesday	November 27	9:30 a.m.
Friday	January 3, 2003 (in lieu of Dec. 27)	9:30 a.m.

ACC:ff

TPAC\TPAC 2002 Schedule.doc
(Last printed 11/02/01 3:42 PM)

Joint Policy Advisory Committee on Transportation (JPACT)

October 4, 2001
Meeting Notes

MEMBERS PRESENT

Rod Monroe, Chair
Rod Park
Bill Kennemer
Fred Hansen
Rex Burkholder
Craig Pridemore
Karl Rohde
Kay Van Sickel
Larry Haverkamp
Royce Pollard
Maria Rojo de Steffey
Andy Ginsburg
Charlie Hales
Robert Drake
David Lohman
Craig Pridemore

AFFILIATION

Metro
Metro
Clackamas County
Tri-Met
Metro
Clark County
City of Lake Oswego, representing Cities of Clackamas County
Oregon Department of Transportation (ODOT) – Region 1
City of Gresham, representing Cities of Multnomah County
City of Vancouver
Multnomah County
Oregon Department of Environmental Quality (DEQ)
City of Portland
Beaverton, representing Cities of Washington County
Port of Portland
Clark County

GUESTS PRESENT

Bruce Warner
Gary Katsion
Clark Berry
Danielle Cowan
John Gillam
Josh Alpert
John Wiebke
Jon Holan
Louis Ornelias
Jeff Kaiser
Fred Patron
Ron Papsdorf
Dick Steinbrugge
Tim Wilson
Robin Roberts
Rob DeGraff
David Calver

AFFILIATION

Oregon Department of Transportation (ODOT)
Kittelson & Associates, Inc.
Washington County
City of Wilsonville
City of Portland
Commissioner Hales Office
City of Hillsboro
City of Forest Grove
Oregon Health and Sciences University (OHSU)
Oregon Department of Transportation (ODOT)
FHWA
City of Gresham
City of Portland
Oregon Department of Transportation (ODOT)
Governor's Office
APP
Parsons Brinckerhoff

GUESTS

John Rist
David Cox

AFFILIATION

Clackamas County
FHWA

STAFF

Andy Cotugno
Richard Brandman
Francine Floyd

Mike Hoglund
Chris Deffebach
Ross Roberts

SUMMARY

The meeting was called to order and a quorum declared by Chair Rod Monroe at 7:37 a.m.

CITIZEN COMMUNICATIONS ON NON-AGENDA ITEMS

There was no citizen communications at this time.

NEW BUSINESS

Rod Monroe introduced Commissioner Maria Rojo de Steffey, Multnomah County's representative to JPACT.

Andy Cotugno reported recent talks in Congress included the possibility of an economic stimulus package. Transportation funding has been mentioned as part of that stimulus package. He added that if there is a stimulus package, we might want to consider what to include. He went back and reviewed our February set of priorities we adopted for requesting appropriations for this fiscal year. On the road side, what we included back in February was a series of Preliminary Engineering (PE) projects. If there is a stimulus package, they will want to do construction, not PE projects. Construction projects that are already funded and ready to go are projects we might want to accelerate and move along quicker than planned. In turn, the money that was allocated for those projects would be freed up for other projects. The timing is also opportune for the HB 2142 program, because that set of priorities has a major emphasis on readiness. The decision-making on Congress' stimulus package program and the HB2142 program could possibly be treated together. This is another factor we may have to consider.

III. MEETING REPORT

Action taken: Bill Kennemer motioned and seconded by Charlie Hales to approve the September 13, 2001 JPACT meeting notes. The motion unanimously passed.

IV. RESPONSE TO FHWA LETTER ON RTP MOBILITY STANDARD

Bruce Warner referred to his letter addressed to David Cox, dated July 9, 2001 in response to David Cox's letter, dated March 7, 2001 regarding "Oregon Highway Plan Alternative Mobility Standards" (ivory packet). Mr. Warner said he took Mr. Cox's letter as an opportunity to get together with Metro, JPACT, Medford area representatives and FHWA staff to address Mr. Cox's comments and draft a response. Bruce Warner explained that Mr. Cox was concerned about some of the changes that the Oregon Department of Transportation and the regions (in Portland and Medford) made in terms of mobility standards and what impacts they may have on the National Highway System, as well as, the capabilities and capacity of the Federal-aid Highway System. Bruce Warner provided some of the region's background and history, and decision-making for a balanced transportation system. Mr. Warner said he was willing to work with Dave Cox in order to address his concerns on Oregon's highway mobility standards.

Dave Cox said he appreciated the opportunity to be invited to JPACT to explain his letter and go into detail regarding the concerns on what he sees as the lowering of mobility standards. He talked about congestion in Portland. Both transit and highway systems need to operate at peak efficiency in order to utilize our investments. What you do on local streets is your business. However, the national highway system routes and interstate routes were built with federal funds, in cooperation with the cities and state and federal government. Big decisions on how those highways are operated should involve those same partners. Mr. Cox said he hopes by being here today, to help involve all of the partners in these decisions. He said he was interested primarily in freight (i.e., the movement of freight in the region and the through traveler). Again, the decisions made here, impact people well beyond the borders of this State. Federal Highways has national standards on congestion reduction, transporting freight, and a system of interstate and defense highways. Mobility concerns can also become defense concerns.

Dave Cox referred to "The Public's Satisfaction With Transportation – What We Learned From Our Surveys" (handout). The report included excerpts from a national survey that Federal Highway Administration conducted. Some of the responders to the survey were from Oregon and Portland. The report included the top community transportation concerns and solutions to congestion. In addition, Mr. Cox provided excerpts from the Texas Transportation Institute's Urban Mobility Study with several of Oregon's urban areas included in the study.

David Cox said, as mentioned in his letter, he was willing to work together and get the most out of our transportation system. He wants to be more than someone who brings up concerns; he wants to be part of the answer. He said he doesn't see this as a choice between land use or mobility, nor a choice between highways or transit, nor moving travelers or freight, nor a local traveler or a through traveler. He would like to work together to solve these concerns. Mr. Cox said what's good for freight is good for the commuter, and what's good for transit is good for highways. The answer in working together is to get the most out of our system. He added that the change in mobility standards would not let us get the most out of the freeway system.

Chair Rod Monroe thanked Dave Cox's comments and said several members wanted to respond to comments. Further discussion followed.

Mr. Monroe commented on Mr. Cox's early statement regarding that he was a strong supporter of transit and transit development, but that transit doesn't help with the movement of freight. Mr. Monroe said that if more people use the transit system, and have a transit system that functions efficiently and takes people off the roads, that it opens up capacity for freight mobility which is critical to the economic vitality of this region.

Dave Cox explained that transit carries about 6% of the trips in Portland, which isn't enough to attract the attention of the freight community. Their goal is to fit their loads between the morning and afternoon peaks. However, that "window" is shrinking.

Karl Rohde referred to the opinion survey. Where is the survey from? Who are the respondents? What was the sample size? Dave Cox explained that the report was the second national survey done by the Federal Highway Administration. The first survey was done in 1995. The plan was to do a survey every five years. The report was done professionally under a contract to Federal Highways. Mr. Cox said he could provide a website address of the entire survey. The survey is statistically valid. Mr. Cox said they tried to get an equal representation across the country and within each state with a sample size of about 4,000.

Charlie Hales said he appreciated the opportunity to have this discussion today. He said what would help in this discussion is less gross data and more case studies. The gross data don't tell us what we should do. Find a place that has adopted the policy and made the investment that you are proposing; then we can look at how that has worked out. We can learn from the rest of the country. Dave Cox said he would look for useful examples.

Rex Burkholder said he surprised to hear the area's population has increased by 20% over the past 10 years. He commented that the rate was an unsustainable rate of growth. The fact that we have major congestion problems doesn't mean the only answer is capacity increases. Metro recently did a survey that showed public responses to better manage what we have rather than build more. One way we measure success is, how's the economy? What are your neighborhoods like? If we compare ourselves to other cities in the country, we do have a strong economy and vital cities and town centers.

Lou Ogden said the issue on the level of service isn't one that says a higher level of congestion is acceptable, rather it's a simple matter by our own methodology of being able to invest dollars into facilities. What is the rest of the nation doing to enhance or increase capacity so that your counterparts and regions aren't sharing the same concerns with their local elected officials and their inability to adjust capacity because it's largely funded by federal dollars? If JPACT agreed we needed more capacity, how would Mr. Cox propose we do it financially?

Dave Cox said that he sent one of our state transportation commissioners and DOT officials to go to South Carolina and look at South Carolina (a state comparable to Oregon in terms of size and transportation investment) which is handling this question of where the money is coming from. Mr. Cox said he would be glad to ask one of those people sent to South Carolina to give a presentation to JPACT on how South Carolina is dealing with the money question. It would be a

relevant case study. He added that there is money available in the private sector. In addition, the economic stimulus package may also be an available funding source.

Andy Cotugno said regarding the level of service standards, it isn't that we've adopted a gross reduction and accepted our congestion. We tried to be more targeted on how much and where we were going to tolerate more congestion, based upon the circumstances in those corridors.

Karl Rohde asked, what is the result from Mr. Cox's discussion today? Mr. Hales said case studies on policies and investments would be helpful. If South Carolina has a similar resource and population situation to us, then their information would be useful to share here.

Bruce Warner commented that over the past 20 - 30 years, the region has done much on transportation and land use plans and goals. He suggested having more discussions to include innovative financing. His conclusion from the discussion was that we don't have enough money to do what we want to do in this region, from a transportation standpoint. Additional sources of revenue are needed. Mr. Warner emphasized the following: 1) invest our revenues on the most important projects in the region, 2) focus on ways to get more money for transportation, 3) reevaluate, on a regular basis, where we are heading strategically and make sure our investments get us there.

V. OREGON TRANSPORTATION INVESTMENT ACT (OTIA)

Andy Cotugno introduced this item which included three parts: 1) Approval List of Preservation Projects, 2) Guidelines for Modernization Projects, 3) Community Solutions Team Review. There were three components of action coming up relating to HB 2142. The Commission divided the money and set criteria in three categories: 1) Preservation Projects, 2) Bridge Projects, and 3) Modernization Projects. The action today was on preservation projects. The "ODOT Region 1 – Bridge Projects" (green packet) listed the applications for the Bridge Projects, but there were no ratings as yet from the State Bridge Committee. Next month, we will deal with modernization project prioritization. October 5, 2001 was the deadline for applications for the modernization projects. Mr. Cotugno briefly outlined today's agenda presentation. First, Kay Van Sickel was to report on the applications for preservation projects, how they ranked and what the recommendation on the prioritization was. Next, Robin Roberts from the Community Solutions Team would give CST's report and evaluation on the same projects. Lastly, Bruce Warner would discuss the next round on the modernization programs. In addition, Andy Cotugno referred to the draft letter to Steven Corey and OTC, dated October 4, 2001 regarding "2001 Oregon Transportation Investment Act (HB 2142); Metro Area Preservation Projects" (green handout). He added that this letter is intended to communicate to the Commission what JPACT's priorities are for the preservation programs. He asked the JPACT Committee to take action on this letter today.

Kay Van Sickel referred to "ODOT Region 1 – Oregon Transportation Investment Act Recommended Pavement Preservation Proposed Projects" (green packet). Ms. Van Sickel summarized the 10 applications received for preservation projects. Next, Ms. Van Sickel referred to the "OTIA Pavement Project Proposals – ODOT Region 1 Ranking" (table) with project ranking scores and estimated state contributions for the projects listed. Also included in

the packet was “2001 OTIA Pavement Preservation Projects – Eligibility and Prioritization” which included screening eligibility and project evaluation points. Kay Van Sickle explained that of the 10 applications, ODOT staff recommends carrying forward all but three of the projects (see table). Those three did not meet the criteria.

Rod Monroe asked the committee for further questions and comments.

Lou Ogden referred to the letter addressed to JPACT from Vergie Ries, Forest Grove City Manager, dated October 4, 2001 regarding “Approval List of OTIA Preservation Projects” (white handout). Vergie Ries asked for further discussion with ODOT on the Forest Grove project scoring. Kay Van Sickle said they would be glad to work with Forest Grove in addressing their questions and provide them with the information they need.

Karl Rohde asked, were the rejected projects ranked? Kay Van Sickle answered, no those projects were not ranked.

Robin Roberts, representing the Community Solutions Team (CST), introduced herself. The Community Solutions Team is comprised of the five state agencies that are deemed to have impact on community development in the areas of housing, land use, environmental issues, economic development and transportation. The Community Solutions Team was asked to comment on the preservation projects. Later, this team would comment on modernization projects; however, they wouldn’t be commenting on bridge projects. Ms. Roberts said CST was looking at the project ranking criteria, particularly C, D and F (C: community support; D: freight mobility; F: leverage and public benefit) because that was where CST had the most input. Robin Roberts referred to the memo from Vince Chiotti, CST, to Kay Van Sickle, dated October 2, 2001 regarding “CST Comments on OTIA Preservation Project Proposals” (green handout). The memo included CST comments on the 7 proposed preservation projects.

Rex Burkholder asked if this was an interim process? For the applications already submitted, could applicants add to their proposed projects? Could additional components be added into the applications (i.e., add in sidewalks, access management) in order to have their projects rank higher? Forest Grove and others would like the opportunity to clarify their projects. Mr. Burkholder asked, do we have time to encourage people to go back over their application and add any extra information needed?

Andy Cotugno commented on the recommendation letter to Steven Corey and OTC which states JPACT’s preliminary ranking and would like ODOT to consider this ranking. JPACT would like to come back later and revisit the balance between bridge and preservation, particularly after determination on the bridge side of the program. The overall program is split in half (\$200M for modernization and \$200M for bridge and preservation; however, the split within bridge and preservation has not yet been determined). The Commission said that they want to first see what the applications are. Tentatively, the Commission has said, preservation would be \$50 - \$100M and bridge would be \$100 - \$150M. If we don’t have much for the bridge program, we might ask them for a higher amount on preservation categories or vice-versa. Mr. Cotugno suggested that JPACT send a letter and make a modification to the letter saying this is our preliminary

ranking. When we come back in December, if there is a change to the preliminary ranking, we would incorporate the change at that time. This will allow for refinement to develop over the next month.

Bruce Warner said the Commission is looking for the input on project funding. He encouraged everyone to look at the criteria that the Commission has adopted and then try to make your arguments and discussions around the criteria that the Commission has adopted and by which they will judge all of these projects. Make sure the criteria are interpreted properly, in relation to your projects. Rather than adding new criteria, Mr. Warner encouraged everyone to make these projects and your arguments related to the particular projects, around the existing criteria. The Commission ultimately makes the final decision, but they would take your recommendations into consideration.

Andy Cotugno suggested approving the letter, after adding some modifications and the statement that JPACT would continue to review the rankings.

Action taken: Rod Monroe asked for any objection to the staff's recommendation. There were no objections by the Committee. The motion to approve the letter with modifications (as mentioned earlier by Andy Cotugno) was unanimously passed.

Bruce Warner reported that October 5, 2001 was the deadline for submission of the modernization projects. The process for the modernization projects would follow a similar process as used for the preservation projects.

VI. SOUTH CORRIDOR UPDATE

This agenda item was postponed until the next JPACT meeting on November 1, 2001.

VII. BI-STATE TRANSPORTATION COMMITTEE REPORT ON MOTIONS REGARDING THE EAST END CONNECTOR PROJECT

Rod Monroe reported on the memo to JPACT dated October 4, 2001, regarding "Bi-State Transportation Committee Motions Regarding the East End Connector Project and the Delta Park – Lombard Project" (purple handout). He announced that Craig Pridemore would be the next chair on the Bi-State Transportation Committee. Discussion followed on the JPACT requested actions as listed in the memo.

Action taken: Charlie Hales motioned, and seconded by Craig Pridemore to approve the three JPACT actions.

The motion before the JPACT Committee was to approve the three actions as follows:

- 1) The Bi-State Transportation Committee requests that JPACT consider this motion when taking action to give direction to ODOT on the bonding program (Oregon Transportation Investment Act). *Note: The motion, as stated in the Bi-State memo to JPACT, was to designate the East End Connector in the Columbia Corridor as a priority project.*

- 2) The Bi-State transportation Committee request that JPACT approve a motion that would direct ODOT to accelerate an analysis of HOV operation in the Delta Park – Lombard area so that the information could be used to consider the future Washington and Oregon portions of the HOV system together.
- 3) The Bi-State Transportation Committee requests that JPACT consider the Bi-State Committee's motion to continue consideration of the Delta Park – Lombard Project as a priority as JPACT considers future action on reauthorization of the federal surface transportation act, state legislative programs and action on the I-5 Strategic Plan.

Vote: The motion to approve the three JPACT actions (stated above) unanimously passed.

VIII. ADJOURN

The next JPACT meeting was scheduled for November 1, 2001.

There being no further business, the meeting was adjourned at 9:08 a.m.

Respectfully submitted,

Francine Floyd
Recording Secretary

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South Corridor Update



**SOUTH
CORRIDOR
STUDY**

Transportation
Alternatives



**JPACT Briefing
November 1, 2001**

SDEIS Corridor Segments



Milwaukie to Portland Segment:

- Baseline
- Bus Rapid Transit
- Busway
- Light Rail

I-205 Segment:

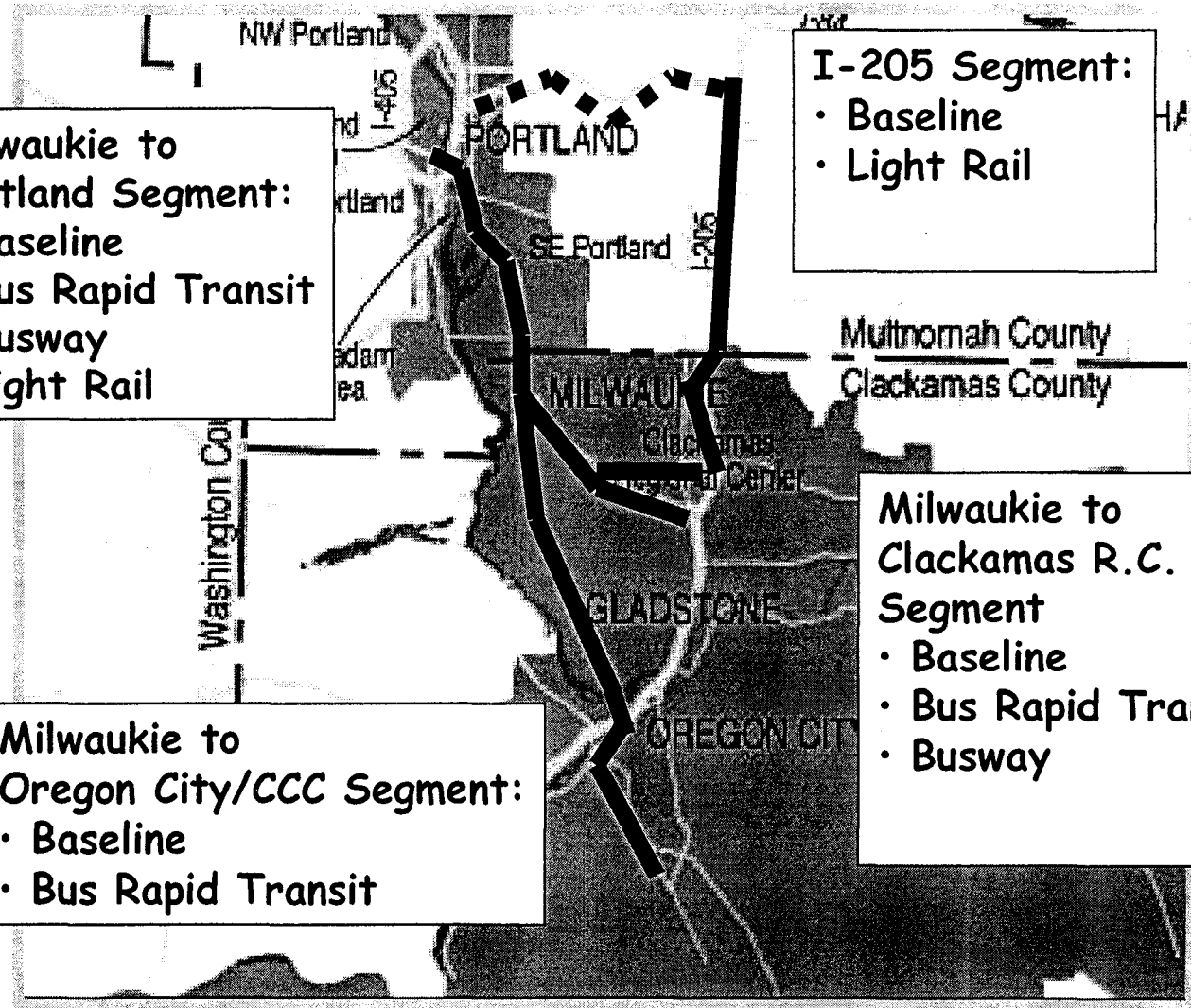
- Baseline
- Light Rail

Milwaukie to Clackamas R.C. Segment

- Baseline
- Bus Rapid Transit
- Busway

Milwaukie to Oregon City/CCC Segment:

- Baseline
- Bus Rapid Transit



Where We Are

- ◆ Completed Alternatives Analysis
- ◆ Initiating Supplemental Draft Environmental Impact Statement (SDEIS)
- ◆ \$4 million from MTIP will complete the SDEIS



SOUTH
CORRIDOR
STUDY

Transportation
Alternatives

Where We Are

- ◆ Policy Group added Milwaukie and I-205 light rail to the study this Summer
 - ✿ Strong community support
- ◆ Policy Group finalized the Definition of Alternatives on September 17th

SDEIS Bus Rapid Transit Alternative



SOUTH
CORRIDOR
STUDY

Transportation
Alternatives



Portland
CBD

BRT

Milwaukie

BRT

Clackamas
Regional
Center

Oregon
City

Capital Improvements

- Opticom system
- Queue Bypass Lanes
- Hwy 224/McLoughlin Ramps
- Extended Rt Turn Lanes
- Pre-paid fares at stops
- Park and Ride lots

July 2001

SDEIS Busway Alternative



Portland
CBD

Capital Improvements

- Mostly Exclusive R-O-W from CTC to Hawthorne Br.
- On-line Stations w/ fare machines
- Park and Ride lots
- Unique bus type

Busway

Milwaukie

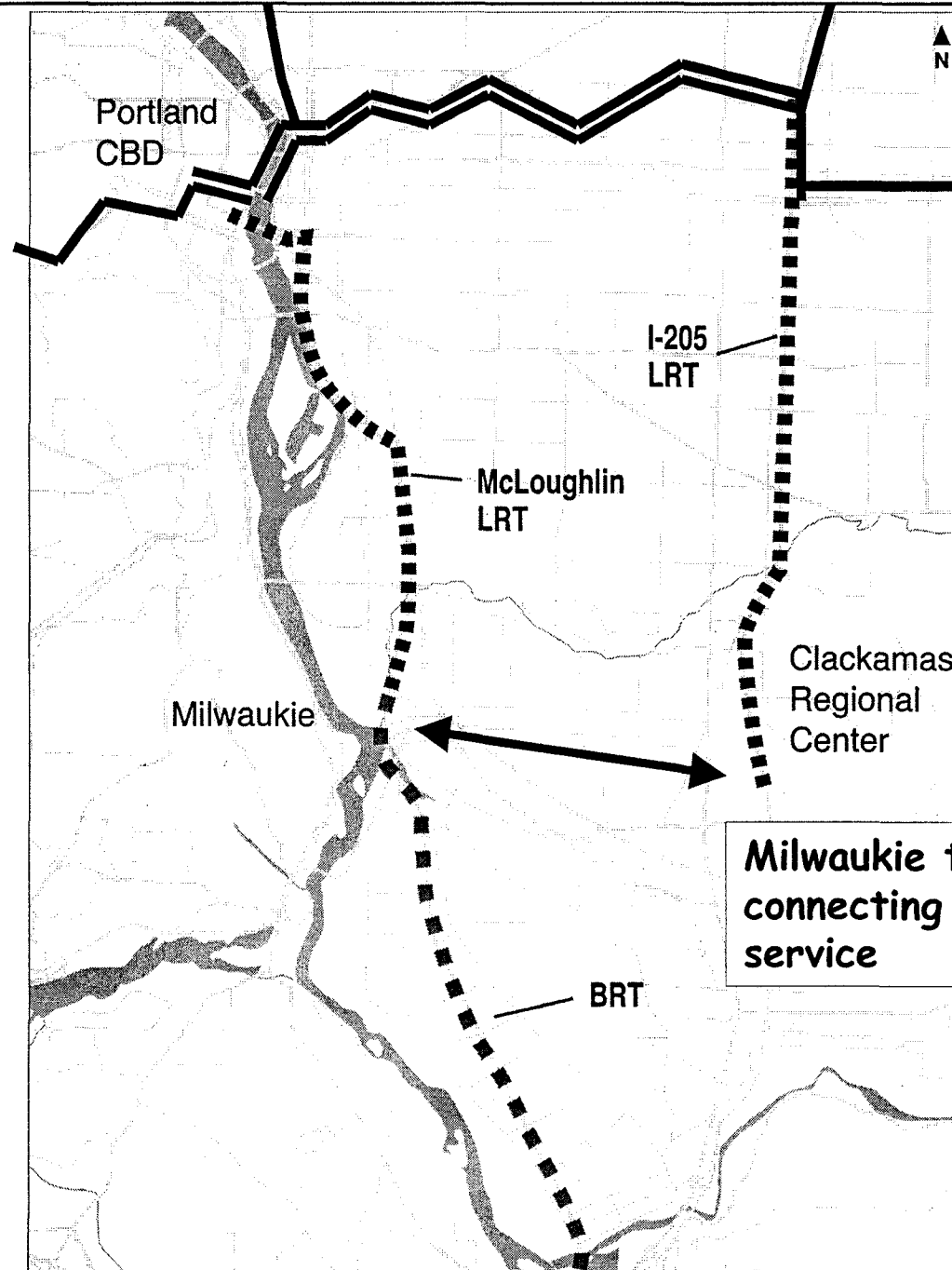
Busway/
BRT

Clackamas
Regional
Center

BRT

Oregon
City

July 2001



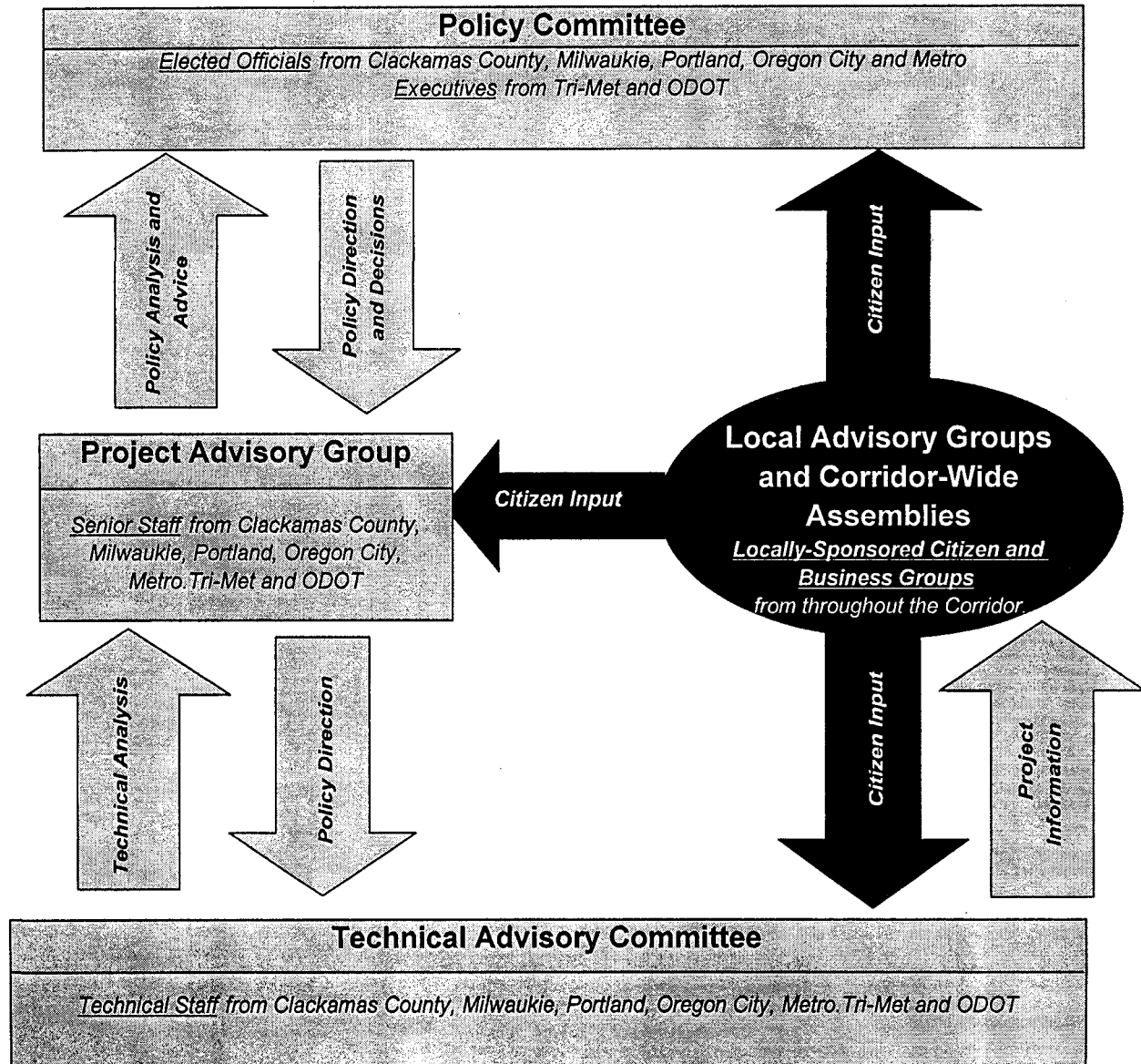
SDEIS Milwaukie and I-205 Light Rail Alignments



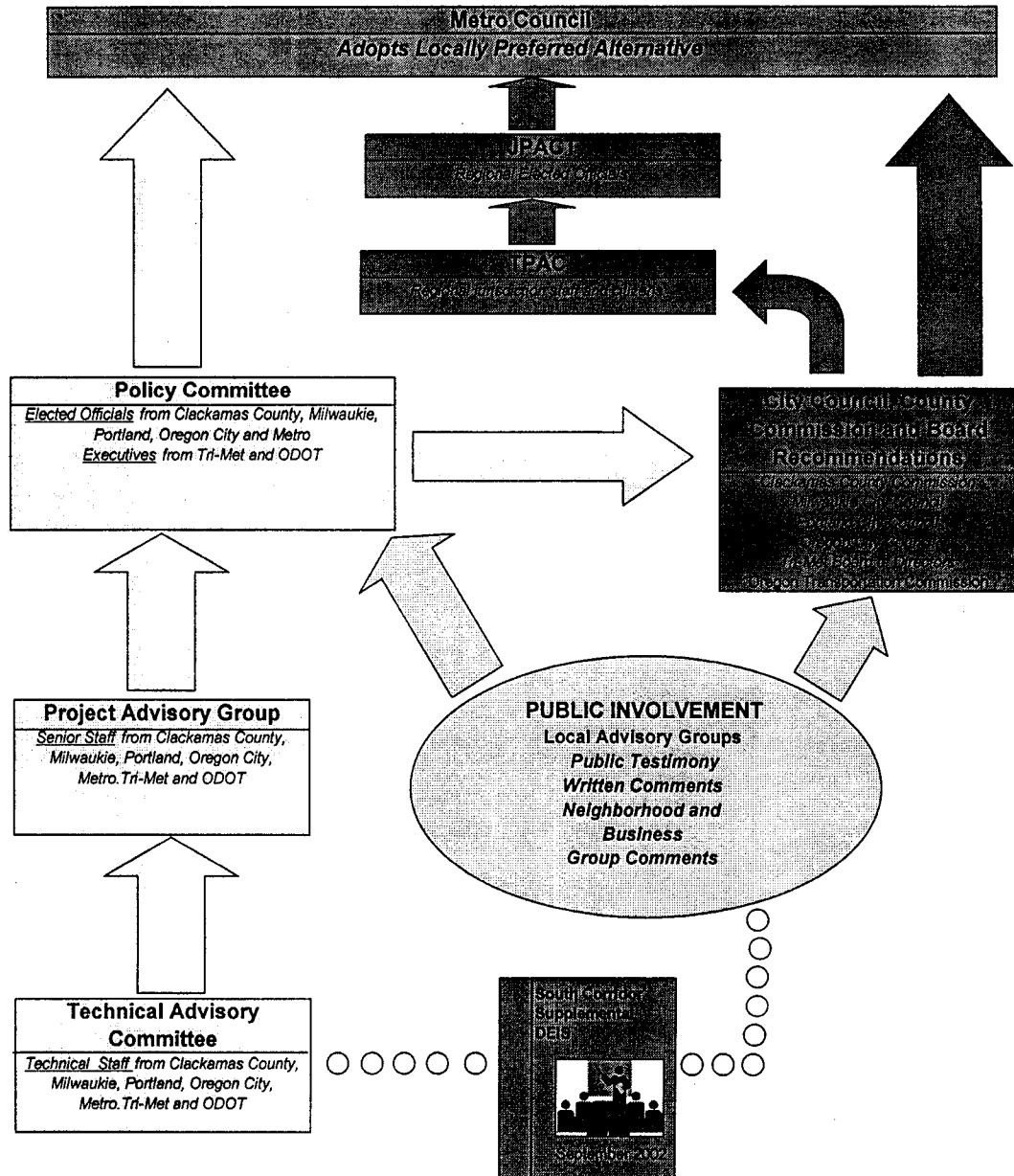
**SOUTH
CORRIDOR
STUDY**

Transportation
Alternatives

Project Committee Structure

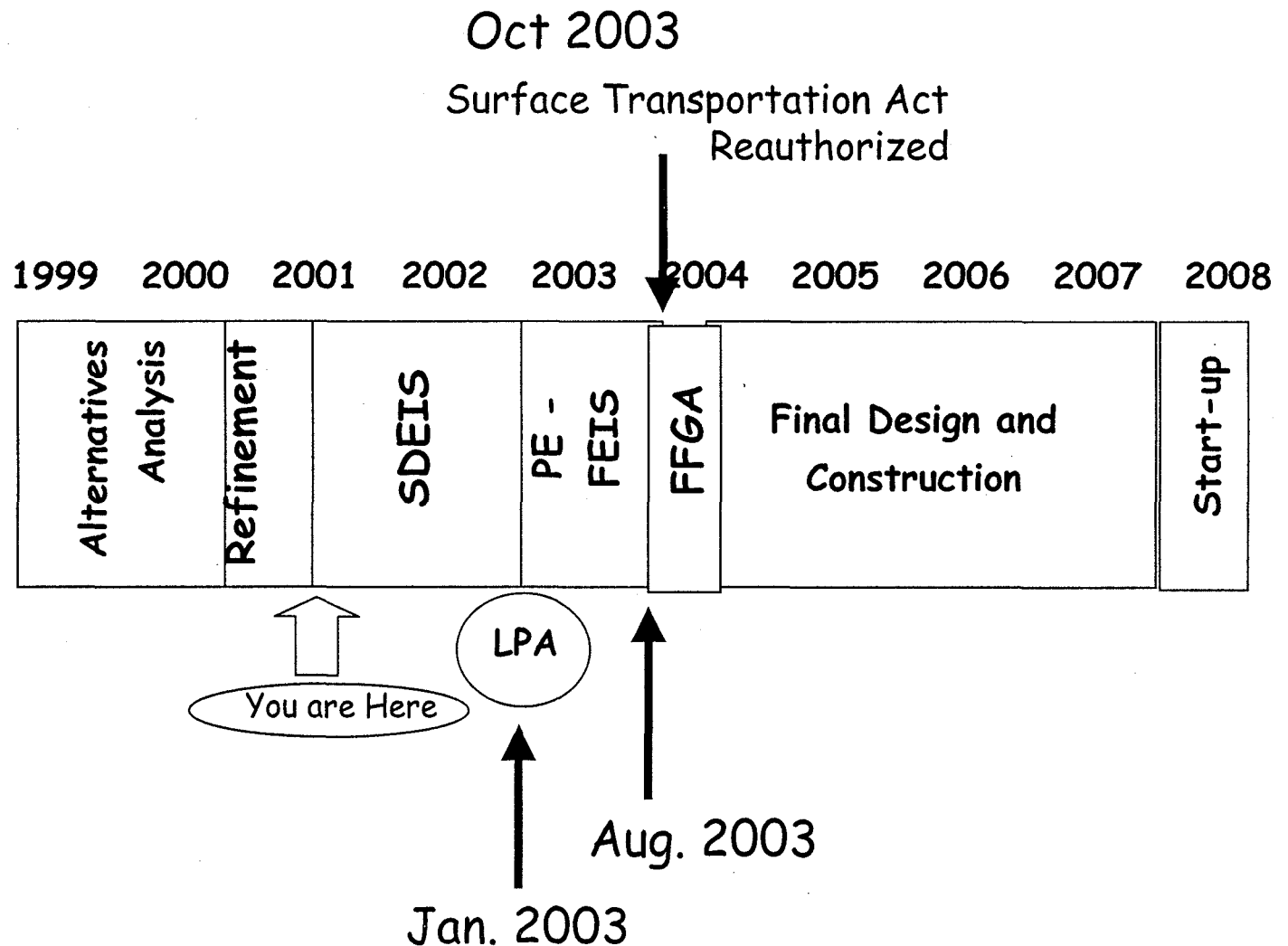


LPA Decision Structure





Big Picture Timeline





METRO

REVISED

DATE: October 26, 2001

TO: JPACT

FROM:  Andy Cotugno, Planning Director

SUBJECT: Oregon Transportation Investment Act Recommendations

Under the process set up by the Oregon Transportation Commission, the following funding programs were established:

- \$200 million for Lane Capacity and Interchange projects, of which \$70 million is intended for ODOT Region 1.
- \$120 million for Bridge projects of which 73% (\$87.6 million) is intended for ODOT bridges and 27% (\$32.4 million) is intended for local government bridges statewide based upon the state bridge ranking system.
- \$60 million for Pavement Preservation projects, of which \$21 million is intended for ODOT Region 1.
- \$20 million uncommitted, at the discretion of the Oregon Transportation Commission

At their meeting on October 26, 2001 TPAC recommended the following:

Within the amounts provided in each category, that JPACT and Metro endorse the following projects:

A. Pavement Preservation:

1. Boones Ferry Rd. (Tualatin)	\$ 2.581 million
2. McLoughlin Blvd. (Milwaukie)	\$ 2.0 million
3. Sandy Blvd. (Portland)	\$ 7.9 million
4. Government Camp Loop	\$.583 million
5. Farmington Rd. (Washington County)	\$ 4.929 million
6. Sandy Blvd. (Gresham-Multnomah)	\$ 1.346 million
7. TV Highway (Forest Grove) partial	<u>\$ 1.661 million</u>
TOTAL	\$ 21.0 million

In addition, request the Oregon Transportation Commission allocate \$.864 million from their \$20 million Discretionary Fund to fully fund the TV Highway (Forest Grove) project noted above.

B. Local Bridge:

1. Broadway Bridge (Multnomah County)	\$ 7.0 million
2. SW Champlain viaduct (Portland)	\$.258 million
3. Graves Rd./Mill Creek (Clackamas Co.)	\$ 1.139 million
4. Beaver Creek Bridge (Multnomah Co.)	\$ 1.295 million
5. Corbett Hill Viaduct (Multnomah Co.)	\$.69 million
6. NE 33 rd Ave./Slough Bridge (Portland)	\$ 1.291 million
7. NE 33 rd /RR Bridge (Portland)	<u>\$ 3.114 million</u>
TOTAL	\$14.787 million

In addition, request the Oregon Transportation Commission fund 4 bridge projects for which local match was applied for from the \$20 million Discretionary Fund:

1. Broadway Bridge (Multnomah Co.)	\$.29 million	\$ 2.9 million
2. Zigzag River (Clackamas County)		\$.458 million
3. Bybee/McLoughlin Boulevard		\$.18 million
4. Bybee/SPRR		<u>\$.18 million</u>
TOTAL		\$ 3.718 million

When the process was established, it allowed local governments to apply for local match on federally funded bridge projects. This was subsequently denied.

Further, request the Oregon Transportation Commission fund from their \$20 million Discretionary Fund the next priority project on the Local bridge priority list:

Minter Bridge Rd./Tualatin River (Washington Co.)	\$ 1.255 million
---	------------------

C. Lane Capacity/Interchange

1. As a First Priority, fund the following:

a) Jackson School Rd. Interchange (Wash. Co.)	\$ 16.133 million
b) US 26 – 217 to Camelot (Wash. County)	\$ 20.599 million
c) Columbia Blvd./Lombard Connector (Mult. Co.)	\$ 19.765 million
d) I-5/Nyberg Interchange (Wash. County)	<u>\$ 1.172 million</u>
TOTAL	\$ 57.669 million

Of a \$70 million target (\$12.331 remaining)

In addition, there is an acknowledgement that some smaller projects elsewhere in Region 1 will be funded.

2. Because Clackamas County is severely underrepresented in this list, fund the next priority, as following:

a) Boeckman Road (Wilsonville)	\$ 7.793 million
b) Sunnyside Road to 152 nd Ave. (Clackamas Co.)	<u>\$ 13.0 million</u>
TOTAL	\$ 20.793 million

Funding for this \$20.793 million should come from the remaining \$12.331 of the ODOT Region 1 Modernization target, plus a request that the Oregon Transportation Commission commit \$8.46 million from their \$20 million Discretionary Fund.

3. With any funds left in the \$20 million Discretionary Fund, consider allocation to the following list:

a) US 26 – Murray to Cornell (Washington County)	\$ 2.811 million
b) Powell Blvd. (Gresham)	\$ 5.25 million
c) US 26/Cornelius Pass (Hillsboro)	\$ 2.25 million
d) Murray Extension (Beaverton)	\$ 4.024 million
e) 209 th /TV Hwy. (Washington County)	\$.885 million
f) Sunnyside Rd. 152 nd to 172 nd (Clackamas Co.)	\$ 8.81 million
g) 162 nd /Foster (Portland)	<u>\$ 1.5 million</u>
TOTAL	\$ 25.53 million

As noted above, a series of allocations from the \$20 million Discretionary Fund are being sought. They are summarized as follows:

• Pavement Preservation		\$.864 million
• Bridge	\$ 2.363 million	<u>\$ 4.973 million</u>
• Modernization		<u>\$ 8.46 million</u>
TOTAL	\$ 11.687 million	<u>\$ 14.297 million</u>

This is recommended because overall the Bond Program is disproportionately weighted against ODOT Region 1. Assuming the Base Program amounts described above, Region 1 would receive the following amounts:

• Pavement Preservation	\$ 21.0 million
• Local Bridge	\$ 14.787 million
• State Bridge	0
• Modernization	<u>\$ 70.0 million</u>
TOTAL	\$105.787 million

Based upon these Base allocations, Region 1 would receive 26.4% of the overall program. HB 2142 calls for the overall program to equitably balanced throughout the state. At 26.4%, Region 1 is not receiving its equitable share. This is due to the high priority for upgrading deficient bridges outside Region1, principally on the Interstate system. This request is not intended to suggest that these bridges don't need attention. Rather, that the remaining \$20 million of Discretionary Funds could be used to counterbalance the current inequity. Additional allocations from the Discretionary Fund of ~~\$11.687~~14.297 million would result in Region 1 receiving ~~\$117.474~~120.084 million or ~~29.3~~30%, still well below an equitable share. Further, use of the full \$20 million Discretionary Fund in Region 1 would be justified, resulting in a 31.4% share.

AC:ff


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M E M O R A N D U M

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

DATE: October 26, 2001
TO: JPACT
FROM:  Andy Cotugno, Planning Director
SUBJECT: Oregon Transportation Investment Act Recommendations

Under the process set up by the Oregon Transportation Commission, the following funding programs were established:

- \$200 million for Lane Capacity and Interchange projects, of which \$70 million is intended for ODOT Region 1.
- \$120 million for Bridge projects of which 73% (\$87.6 million) is intended for ODOT bridges and 27% (\$32.4 million) is intended for local government bridges statewide based upon the state bridge ranking system.
- \$60 million for Pavement Preservation projects, of which \$21 million is intended for ODOT Region 1.
- \$20 million uncommitted, at the discretion of the Oregon Transportation Commission

At their meeting on October 26, 2001 TPAC recommended the following:

Within the amounts provided in each category, that JPACT and Metro endorse the following projects:

A. Pavement Preservation:

1. Boones Ferry Rd. (Tualatin)	\$ 2.581 million
2. McLoughlin Blvd. (Milwaukie)	2.0
3. Sandy Blvd. (Portland)	7.9
4. Government Camp Loop	.583
5. Farmington Rd. (Washington County)	4.929
6. Sandy Blvd. (Gresham-Multnomah)	1.346
7. TV Highway (Forest Grove) partial	<u>1.661</u>
TOTAL	\$21.0 million

In addition, request the Oregon Transportation Commission allocate \$.864 million from their \$20 million Discretionary Fund to fully fund the TV Highway (Forest Grove) project noted above.

B. Local Bridge:

1. Broadway Bridge (Multnomah County)	\$ 7.0 million
2. SW Champlain viaduct (Portland)	.258
3. Graves Rd./Mill Creek (Clackamas County)	1.139
4. Beaver Creek Bridge (Multnomah County)	1.295
5. Corbett Hill Viaduct (Multnomah County)	.69
6. NE 33 rd Ave./Slough Bridge (Portland)	1.291
7. NE 33 rd /RR Bridge (Portland)	<u>3.114</u>
TOTAL	\$14.787 million

In addition, request the Oregon Transportation Commission fund 4 bridge projects for which local match was applied for from the \$20 million Discretionary Fund:

1. Broadway Bridge (Multnomah County)	\$.29 million
2. Zigzag River (Clackamas County)	.458
3. Bybee/McLoughlin Boulevard	.18
4. Bybee/SPRR	<u>.18</u>
TOTAL	\$ 1.108 million

When the process was established, it allowed local governments to apply for local match on federally funded bridge projects. This was subsequently denied.

Further, request the Oregon Transportation Commission fund from their \$20 million Discretionary Fund the next priority project on the Local bridge priority list:

Minter Bridge Rd./Tualatin River (Washington Co.)	\$ 1.255 million
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C. Lane Capacity/Interchange:

1. As a First Priority, fund the following:	
a) Jackson School Rd. Interchange (Wash. Co.)	\$16.133 million
b) US 26 – 217 to Camelot (Wash. County)	20.599
c) Columbia Blvd./Lombard Connector (Mult. Co.)	19.765
d) I-5/Nyberg Interchange (Wash. County)	<u>1.172</u>
TOTAL	\$57.669 million

Of a \$70 million target (\$12.331 remaining)

In addition, there is an acknowledgement that some smaller projects elsewhere in Region 1 will be funded.

2. Because Clackamas County is severely underrepresented in this list, fund the next priority, as following:
 - a) Boeckman Road (Wilsonville) \$ 7.793 million

b) Sunnyside Road to 152 nd Ave. (Clackamas Co.)	<u>13.0</u>
TOTAL	\$20.793 million

Funding for this \$20.793 million should come from the remaining \$12.331 of the ODOT Region 1 Modernization target, plus a request that the Oregon Transportation Commission commit \$8.46 million from their \$20 million Discretionary Fund.

3. With any funds left in the \$20 million Discretionary Fund, consider allocation to the following list:

a) US 26 – Murray to Cornell (Washington County)	\$ 2.811 million
b) Powell Blvd. (Gresham)	5.25
c) US 26/Cornelius Pass (Hillsboro)	2.25
d) Murray Extension (Beaverton)	4.024
e) 209 th /TV Hwy. (Washington County)	.885
f) Sunnyside Rd. 152 nd to 172 nd (Clackamas Co.)	8.81
g) 162 nd /Foster (Portland)	<u>1.5</u>
TOTAL	\$25.53 million

As noted above, a series of allocations from the \$20 million Discretionary Fund are being sought. They are summarized as follows:

• Pavement Preservation	\$.864 million
• Bridge	2.363
• Modernization	<u>8.46</u>
TOTAL	\$11.687 million

This is recommended because overall the Bond Program is disproportionately weighted against ODOT Region 1. Assuming the Base Program amounts described above, Region 1 would receive the following amounts:

• Pavement Preservation	\$ 21.0 million
• Local Bridge	14.787
• State Bridge	0
• Modernization	<u>70.0</u>
TOTAL	\$105.787 million

Based upon these Base allocations, Region 1 would receive 26.4% of the overall program. HB 2142 calls for the overall program to equitably balanced throughout the state. At 26.4%, Region 1 is not receiving its equitable share. This is due to the high priority for upgrading deficient bridges outside Region1, principally on the Interstate system. This request is not intended to suggest that these bridges don't need attention. Rather, that the remaining \$20 million of Discretionary Funds could be used to counterbalance the current inequity. Additional allocations from the Discretionary Fund of \$11.687 million would result in Region 1 receiving \$117.474 million or 29.3%, still well below an equitable share. Further, use of the full \$20 million Discretionary Fund in Region 1 would be justified, resulting in a 31.4% share.

Region 1 Project Summary

2001 OREGON TRANSPORTATION INVESTMENT ACT PROJECT PROPOSAL MODERNIZATION

1. CITY OF PORTLAND

SE 162nd Ave and Foster Rd Improvements **OTIA FUNDS REQUESTED \$1,500,000.00**

This project is one of three projects that compromise the Foster Corridor Project; the project includes signalization alignment and intersection improvements at three major intersections:

- Jenne Rd. Intersection (Completed 2000)
- 162nd Intersection (Scheduled for Construction in 2002)
- Barbara Welch Rd. (Not Scheduled)

These projects provide a comprehensive approach to capacity and safety problems in the corridor and will allow Foster Rd. to accommodate increasing residential growth without significant widening.

Foster Rd. will be widened to provide left turn refuges. The intersection of Foster Rd. and 162nd Ave. will be signalized to provide for left turns from Foster Rd. to 162nd. 162nd Ave. will be widened to provide a limited left turn lane.

Leverage:	City	\$3,075,000.00
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2. CITY OF PORTLAND

SE Foster Rd and SE Barbara Welch Rd Intersection **OTIA FUNDS REQUESTED
\$1,042,080.00**

This project is one of three projects that compromise the Foster Corridor Project; the project includes signalization alignment and intersection improvements at three major intersections:

- Jenne Rd. Intersection (Completed 2000)
- 162nd Intersection (Scheduled for Construction in 2002)
- Barbara Welch Rd. (Not Scheduled)

These projects provide a comprehensive approach to capacity and safety problems in the corridor and will allow Foster Rd. to accommodate increasing residential growth without significant widening.

At Barbara Welch Rd., the specific project will include construction of a refuge for left turns from Foster Rd. to Barbara Welch Rd. and full signalization of the intersection. The project scope also includes replacement of a deficient bridge that is a part of the roadway intersection. The bridge element has also been submitted as a project request through the Bridge Preservation Program.

Leverage:	City	\$1,958,000.00
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3. CITY OF PORTLAND

NE Fremont St/NE MLK Jr. Blvd. OTIA FUNDS REQUESTED \$200,261.00

The NE Fremont/NE MLK project will improve operations at the intersection by constructing a left turn refuge on the east leg of the intersection, the existing west leg of Fremont St. is wide enough to accommodate a left turn lane. The left turn lane will provide a refuge for turning vehicles and allow through vehicles to negotiate the intersection. The left turn lane will also reduce delay for transit at the intersection.

Leverage City \$110,000.00

4. CITY OF PORTLAND

SW Garden Home/Multnomah Rd Intersection OTIA FUNDS REQUESTED \$546,990.00

The SW Garden Home/Multnomah Rd. project will improve operations at the intersection by constructing left turn refuge lanes on the major approaches, realigning minor approach legs, providing signalization, providing drainage, and providing pedestrian sidewalks and crossings.

Leverage: City \$450,000.00

5. CITY OF PORTLANDNE Cully Blvd.- NE Prescott St. to NE Killingsworth OTIA FUNDS REQUESTED
\$1,648,742.00

The proposed project would rebuild NE Cully Blvd. between NE Prescott St. and NE Emerson St., just one block south of NE Killingsworth St.. Street improvements between NE Emerson and NE Killingsworth were constructed in the 1990's in conjunction with housing developments adjacent to NE Cully Blvd. Project planning would evaluate the existing street improvements to identify any additional needed improvements along the block and at the intersection of NE Killingsworth St. and NE Cully Blvd.

The new street would include a 6-foot wide sidewalk, a 4-foot planting strip, 5-foot bike lanes in each direction and two 12-foot travel lanes. The new sidewalks would connect to existing sidewalks on Cully Blvd. south of Prescott St.. On-street parking will be available along the entire length with 8-foot parking lanes on each side of the road. These improvements would separate pedestrians, cyclists and vehicles from each other and greatly increase safety. New street corners would tie into the side streets, narrowing the existing wide intersections and improving visibility and safety. The street improvements would also upgrade the roadway to begin its evolution as a main street, as it was identified in the Metro 2040 Plan.

The proposed project would also plan, design and construct a new traffic signal and intersection improvements at NE Cully/NE Prescott/NE 60th to reduce the difficulties with driving through and crossing the 5-way intersection. In particular, pedestrians would be more visible to motorists, adequate time would be provided to cross the street and crossings would be safer. A new traffic signal could also include ITS improvements to provide transit priority through the intersection. Improvements at this intersection would also include any accommodations for pedestrian access to transit and rider amenities. Street improvements to NE 60th Ave. approaching the intersection might also be included in the project.

Leverage: City \$1,173,684.00

6. CITY OF PORTLAND

Bancroft/Macadam Intersection	OTIA FUNDS REQUESTED	\$375,000.00
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The proposed improvement for the Bancroft/Macadam intersection seeks to clarify traffic movements at the intersection and accommodate future growth in the North Macadam district. Because the intersection occurs adjacent to an overpass for I-5, a major reconfiguration was considered infeasible because of the high costs and significant regional impacts. Instead, improvements that could be made without impacting the overpass while providing safety and capacity improvements that could be made without impacting the overpass while providing safety and capacity improvements were pursued for the intersection.

The basic concept behind the proposed improvement is to allow for greater capacity in and out of the North Macadam district via SW Bancroft. Because Bancroft is the first portal into the district, which is anticipated to accommodate 10,000 jobs and 3,000+ residential units over the next twenty years, the impact on the intersection will be significant. Accommodating traffic and transit between Bancroft and Macadam is crucial not only to the success of the district, but to alleviating the impact of this growth on SW Macadam Ave.

The primary improvement to intersection allows for a dedicated lane on Macadam to accept traffic from westbound Bancroft to southbound Macadam. Currently, the existing lane is fairly short (250 feet) for the anticipated traffic and is controlled only by a yield sign. Creating a free flowing dedicated lane can be accomplished by channeling traffic on SW Hood as it approached the Bancroft/Macadam intersection. Rather than the two free flowing lanes that continue to Macadam today, a 1200' concrete barrier is proposed between the lanes, channeling one lane to Bancroft and one lane to SW Macadam. Because only one free flowing lane now feeds Macadam from Hood, the second lane can be dedicated to traffic leaving Bancroft and the North Macadam District. A minor reconfiguration of the landscaped island is also planned to fit the new lane configuration, and a new signal would be installed to effectively control the intersection and replace an aging system.

Leverage:	City	\$372,370.00
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7. CITY OF NORTH PLAINS

Glencoe Rd Improvements	OTIA FUNDS REQUESTED	\$684,303.00
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Widen Glencoe Road to add center turn lane, construct curbs, sidewalks and storm sewers.

Leverage:	City	\$596,303.00
	County	\$88,000.00

8. CITY OF RAINIER

Nice Creek Bridge	OTIA FUNDS REQUESTED	\$2,628,000.00
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Replace existing one-lane with two-lane bridge and ADA approved pedestrian facilities. Expected outcomes of the bridge's reconstruction include:

- An upgrade of "C" Street to provide a feasible alternative to Highway 30 for local traffic,
- Increase regional capacity on Highway 30,
- Increase safety at the current one-lane bridge segment,
- Increase capacity for safe and efficient throughway for traffic,

- Provide pedestrian facilities to assist the City to implement its bicycle/pedestrian plan and meet ADA accessibility requirements on a City collector street.

The project supports increased commercial and residential densities in the City's downtown area by improving connections to western parts of the City. Increased residential densities are necessary, locally and county-wide, to develop a balance between housing and jobs. US Gypsum has completed a \$125 million wall board facility and Cascade Grain is considering a significant project in Clatskanie and significant development is occurring in the City's MPO, including Longview and Kelso. These industrial projects place a tremendous burden on the surrounding area's ability to provide affordable housing to workers. The proposed project will help address existing safety issues and promote increased residential and commercial development.

Leverage:

City/"A" Street Extension Project:	\$2,350,000.00
City/Highway 30 Transportation Enhancement Project	\$524,000.00
City/West "B" Street Pedestrian/Roadway Improvement Proj.	\$400,000.00

9. CITY OF HILLSBORO

Sunset Hwy/Cornelius Pass Interchange OTIA FUNDS REQUESTED \$2,250,000.00

Improvements are proposed to include:

- A northbound to eastbound diagonal on-ramp that will supplement the existing loop on-ramp (to be reserved for southbound to eastbound traffic);
- A westbound to northbound diagonal off-ramp that will supplement the existing loop off-ramp (to be reserved for southbound vehicles); and
- Widening improvements to Cornelius Pass Road south of the interchange that will mitigate the weaving hazard by allowing the westbound to southbound traffic to remain in the far right lane longer.

Leverage: Joint Venture: City/County/Intel \$1,500,000.00

10. CITY OF TUALATIN

I-5/Nyberg Interchange OTIA FUNDS REQUESTED \$1,172,000.00

The proposed solution would construct up to two additional eastbound travel lanes on Nyberg Street. One lane would be added to handle traffic from a second southbound off-ramp left-turn movement and another lane would be added to provide two dedicated lanes to direct traffic onto the existing two-lane northbound on-ramp traffic. This would provide separate lanes for the two different traffic movements. The bridge over the freeway would be widened to add the travel lanes. The existing routing for pedestrians along the north side of Nyberg Street within the limits of the interchange would be improved and accommodations for bicycles added.

Leverage: Federal \$2,677,000.00
City \$442,000.00

11. CITY OF VERNONIA

Hwy 102 Climbing Lanes

OTIA FUNDS REQUESTED**\$1,033,000.00**

This project proposal requests the addition of two passing lanes between Hwy. 26 and Vernonia City limits; (1) northbound and (1) southbound. This project will improve freight mobility and enhance the safety of the transportation system network to Hwy. 26.

12. CITY OF TIGARD

Hall Blvd. Improvements

OTIA FUNDS REQUESTED**\$8,105,000.00**

Widen Hall Blvd. from Highway 99W to Durham Road to a 5-lane facility with bike lanes and sidewalk on both sides. Realign the street horizontally and vertically as necessary to meet sight distance requirements and reconstruct existing pavement as needed to conform to the realignment. Reconstruct railroad crossings and install new railroad signals at the widened crossings on Hall Blvd. between Commercial and Burnham Streets. Construct appropriate transitions at the railroad approaches. Remove and reconstruct the existing bridge to meet flood plain elevation requirement. Reconfigure the Hall Blvd. And Scoffin/Hunziker Street double "T" intersection to a single signalized intersection. Modify 6 existing signals to conform to the widened roadway. Acquire necessary rights-of-way to accommodate the proposed improvements.

Leverage:**County****\$4,800,000.00**13. CITY OF TIGARD

Greenburg Road Improvements

OTIA FUNDS REQUESTED**\$1,989,000.00**

Widen Greenburg Road from Shady Lane to Tiedeman Avenue to provide a 5-lane facility with bike lanes and sidewalks on both sides. Reconstruct the street as necessary for proper vertical alignment. Modify the signal systems at Cascade Boulevard and Tiedeman Avenue to conform to the widened roadway. Provide pavement overlay north of the overpass, modify signing and striping from Shady Lane to Washington Square Drive to match the existing street to the newly widened roadway. Construct appropriate transitions at the approaches south and west of the Tiedeman intersection. Widen an existing bridge in that segment of Greenburg to allow for the expanded roadway. Acquire necessary rights-of-way to accommodate the widening of the roadway and the transitions at the intersection approaches.

Leverage:**City****\$736,000.00**14. CITY OF MOLALLA

Hwy 211/Hwy 213 Intersection Improvements

OTIA FUNDS REQUESTED**\$1,152,170.00**

The Molalla Transportation System Plan and dialogue with ODOT District Engineers and Managers have identified and recommended several intersection improvements that are outlined as follows: The ultimate solution is to develop a signalized intersection that includes left-turn lanes on all approaches, and northbound and westbound right-turn lane. Full sidewalk and bicycle lanes shall be incorporated into the design that would follow the adopted design standards for an arterial / major collector road (option A). The fully developed intersection will increase lane capacity, reduce traffic congestion, improve freight mobility and improve safety among several transportation modes.

Leverage:**City****\$75,000.00**

15. CITY OF SCAPPOOSE

Crown-Zellerbach Road Project **OTIA FUNDS REQUESTED** **\$1,782,850.00**

The solution to improving vehicle access to Scappoose's industrial lands, improving the safety of vehicles traveling on Highway 30, and improving the safety of pedestrians walking along West Lane and Columbia Avenue in the City of Scappoose is to construct Crown-Zellerbach Road (with a signalized railroad crossing) from Highway 30 to West Lane.

The City of Scappoose and Columbia County are going to grow. As previously stated in this grant, the City is working on a Post Acknowledgement Plan Amendment to incorporate approximately 600 acres of land into the Scappoose's Urban Growth Boundary to accommodate the expansion of the Scappoose Industrial Airpark. The development of Crown-Zellerbach Road is essential for the safe and efficient movement of freight for current and future businesses.

Leverage: **City** **\$780,000.00**

16. TRI-MET

Westside Transit Improvements **OTIA FUNDS REQUESTED** **\$1,500,000.00**

Reduce intersection delay to transit vehicles on major corridors using proven technology to provide transit signal priority. This will:

- Improve overall mobility and intersection throughput by increasing the attractiveness of transit without significantly affecting other transportation modes.
- Free up resources for new expanded transit service that would otherwise have been used to simply maintain current frequencies at less efficiency due to growing roadway congestion.

17. TRI-MET

Eastside Transit Improvements **OTIA FUNDS REQUESTED** **\$1,500,000.00**

Reduce intersection delay to transit vehicles on major corridors using proven technology to provide transit signal priority. This will:

- Improve overall mobility and intersection throughput by increasing the attractiveness of transit without significantly affecting other transportation modes.
- Free up resources for new expanded transit service that would otherwise have been used to simply maintain current frequencies at less efficiency due to growing roadway congestion.

18. ODOT

Sunset Highway - Camelot Court/217 Interchange **OTIA FUNDS REQUESTED**
\$20,599,000.00

Complete the widening of the Sunset highway between Camelot Court and the 217 Interchange by adding an eastbound travel lane. This would match the three westbound lanes in this same section of highway. Associated with this improvement would be the addition of sound walls, ramp meters, and a separate bicycle lane.

19. ODOT

I-5 - Victory Blvd. and Lombard interchanges

OTIA FUNDS REQUESTED**\$35,991,700.00**

The project will provide an additional southbound travel lane between Victory Blvd. and Lombard interchanges. The project development process in conjunction with the "I-5 Partnership Study" will determine whether an HOV designation is applied to this additional lane. The median and shoulder widths throughout the project section will be brought up to state standards. And, substandard ramps at Victory and Columbia interchanges will be reconnected to achieve standard acceleration and deceleration lengths.

Leverage:**Federal****\$2,000,000.00**20. ODOT

Jackson School Rd Interchange

OTIA FUNDS REQUESTED**\$16,133,900.00**

Provide a simple, rural-type, diamond interchange to grade-separate turning movements from through-travel. The capacity of the interchange would be consistent with the two-lane rural Jackson School Rd.

21. ODOT

East Columbia Blvd - Lombard St

OTIA FUNDS REQUESTED**\$19,765,414.00**

Develop a new wider underpass and at-grade intersection at location further from the I-205 Interchange. The Columbia Boulevard approach to the intersection would be widened to increase storage and add an additional left-turn lane.

Leverage:**Port of Portland
City****\$2,000,000.00****\$3,000,000.00**22. CITY OF ST. HELENS

Gable Road Reconstruction and Modernization Project

OTIA FUNDS REQUESTED**\$1,390,242.00**

The Gable Road Reconstruction and Modernization Project would increase lane capacity to a 0.72-mile stretch of the road, extending from Highway 30 west to the City limits. This would be accomplished by widening the travel lanes and improving the alignment, adding turn refuges where necessary, providing for bicycle lanes, constructing sidewalks, and providing storm drainage. The improvements are in accordance with the City of St. Helens TSP, which has identified the Gable Road Reconstruction and Modernization Project as the highest priority project of several improvement projects to be completed over a 20-year period.

Leverage:**City/County****\$463,414.00**23. WASHINGTON COUNTY

Tonquin Road Improvements

OTIA FUNDS REQUESTED**\$2,510,406.00**

Widen and realign Tonquin Road plus replace the at-grade rail crossing with a structure. The project will provide wider lanes and shoulders, including a minor realignment of the intersection of Tonquin at Grahams Ferry. Grahams Ferry Road will be widened to include a left turn lane and shoulders at the intersection with Tonquin. A structure over the railroad tracks will be included. Freight trains and the future commuter rail trains use these rail tracks. West of the railroad tracks Tonquin Road will be realigned and moved further to the North. The realignment will eliminate the sharp curves in the road, providing a safer road

alignment for both cars and trucks, plus wider travel lanes and shoulders. The realignment will extend from the west leg of Waldo Way to about 1,000 feet west of Morgan Road.

Leverage: **County** **\$2,510,406.00**

24. WASHINGTON COUNTY

208th/Hwy 8 Intersection Improvements **OTIA FUNDS REQUESTED \$885,382.00**

Improve corner radius to facilitate turning movements by heavy trucks, add storage capacity at the intersection by widening and improving safety by altering the signal to include a protected NB left turn phase.

Leverage: **County** **\$885,382.00**

25. WASHINGTON COUNTY

Staley's Jct. Intersection Improvements **OTIA FUNDS REQUESTED \$2,171,714.00**

Construct intersection improvements to provide additional intersection capacity and safety. SB to EB movements from Highway 47 onto Highway 26 would be improved by construction of a center refuge/acceleration lane on Highway 26. This center refuge would extend past the intersection to the west, providing a left turn refuge for EB to NB movements from Highway 26 onto Highway 47. Finally, the SB to WB movement would be improved via a continuous connection of the SB right turn lane with the second WB travel lane on Highway 26. The proposed design is attached to this Modernization Application.

Leverage: **COUNTY** **\$500,000.00**

26. WASHINGTON COUNTY

Glencoe Rd/Hwy 26 Interchange **OTIA FUNDS REQUESTED \$1,732,000.00**

The proposed improvements here are similar to study recommendations contained in Option G1A, the Preferred Alternative identified in the US 26 Interchange Study (DKS Associates, November 1998). This improvement would relocate the southside ramps southwards to create additional storage capacity for southbound to eastbound on-ramp movements. The proposal would also provide a dedicated northbound right-turn lane at the eastbound on-ramp and provide improved access spacing by relocating access to the Arco station to Beach Rd. approximately 500 feet south of the existing eastbound on-ramp. The project will also include installing a new traffic signal at the eastbound on/off-ramp, replacing the temporary signal at the westbound on/off-ramp, interconnecting the two signals, and ramp metering on the eastbound on-ramp.

Leverage: **County** **\$1,732,000.00**

27. WASHINGTON COUNTY

US 26 Murray Blvd - Cornell Rd **OTIA REQUESTED FUNDS \$2,811,684.00**

The proposed project will widen Hwy 26 from the Murray interchange to immediately west of the Cornell interchange, a distance of approximately 0.7 miles. Widening is proposed to include one general-purpose lane in each direction plus shoulder widening on each side. The project is expected to include some wetland mitigation, noise walls and retaining walls and

some temporary right-of-way easements. As modeled in the RTP, widening to three lanes in each direction is projected to satisfy year 2020 travel demand on this route.

Leverage: **County** **\$2,811,684.00**

28. **WASHINGTON COUNTY**

Murray Blvd Extension

OTIA REQUESTED FUNDS **\$4,024,819.00**

The proposed project would fill the one remaining gap in this portion of an identified regional arterial between Tigard and Beaverton and increase the safety of the Schools/Murray intersection. The project would provide access to the Washington Square Regional Center to the east and the Beaverton Regional Center to the north for all modes of transportation. It is also anticipated to include a major transit stop linking bus service to light rail service. The project will increase the carrying capacity of surrounding roads by diverting regional traffic onto the regional boulevard. Further, the connection will increase multimodal connectivity to and through the Town Center area for pedestrians and bicycles.

The proposed extension of Murray Boulevard from its current terminus south of Scholls Ferry Road to Barrows Road will provide approximately 1,925 additional linear feet of roadway. The road is proposed to be 4 lanes with curb, gutter, sidewalk and bike lanes. The intersection of the Murray Extension at Scholls Ferry Road will have a total of 6 travel lanes, 4 through lanes, a westbound turn lane, and an eastbound turn lane. The intersection at Barrows Road will have 4 travel lanes. The 3 southbound lanes will be a right turn lane, a through lane, and a left turn lane. The majority of the right-of-way has been dedicated along the alignment as a part of recent development. The City of Beaverton and Washington County are currently purchasing the remaining portion, though some additional right-of-way at the intersections and along the alignment will be needed.

Intersection improvements at both intersections will include signal interconnects, signal timing, crossings, conduit, and utilities. The proposed sidewalk system will provide for adequate pedestrian travel and bike/pedestrian interface with transit. No parking will be allowed along the extension.

Leverage: **County/City** **\$4,024,819.00**

29. **CITY OF COLUMBIA CITY**

Sixth St/Street Ped and Bike Path

OTIA FUNDS REQUESTED **\$2,635,000.00**

The City's Transportation System Plan (TSP) identifies improvements to Sixth Street from Lincoln to "K" Street as a first priority project. The TSP calls for road improvements that will safely accommodate both automobiles and bicycles and include sidewalks. The adopted Columbia City Parks Master Plan identified walking as the most popular recreational activity of Columbia City residents, and Sixth street is heavily traveled by pedestrians. The City is proposing to reconstruct the street to collector standards, including construction of curb/gutter, a 40-foot wide street, sidewalks, and storm drainage improvements. The street would also be striped for bicycle lanes.

Leverage: **City** **\$35,000.00**

30. HOOD RIVER COUNTY

Hwy 282 at Brookside/Eliot

OTIA FUNDS REQUESTED**\$127,000.00**SAFETY - Provide a traffic signal, sidewalk, and ADA ramps on Hwy 281/12th Street.

CONGESTION – Improve access to Hwy 281 from Brookside Drive and Eliot Drive during peak hours.

Leverage:**Local & Private Funds****\$97,205.00**31. PORT OF HOOD RIVER

Hood River Bridge Toll Plaza

OTIA FUNDS REQUESTED**\$3,115,000.00**

A new toll collection facility for the Hood River – White Salmon Bridge is proposed. The new facility would provide two toll collection lanes in each direction, consisting of one manual and one automatic coin machine (ACM) lane. ACM machines would also be installed in the manual lanes to provide operational flexibility. With the addition of ACM lanes, the capacity of the toll plaza would increase to approximately 850 to 900 vehicles per hour in each direction, providing an approximate balance with the capacity of the bridge. The new toll plaza would be constructed adjacent to the existing plaza, with minor widening to the approach roadways to provide for two approach lanes in each direction upstream of the new plaza, and tapers downstream to match existing roadways.

As a part of the design process for the toll collection facility, a traffic operations analysis would be conducted for the toll plaza and adjacent roadway system including the I-84/US 30/SR 35 interchange. Due to the complexities of the toll plaza, adjacent four-way stop, and ramp terminal intersection complex, a traffic operations simulation model would be used for the analysis.

Leverage:**Port****\$400,000.00**32. CITY OF CANBY

Hwy 99/Ivy St

OTIA FUNDS REQUESTED**\$1,475,000.00**

The proposed project includes:

- Improving Ivy street approaches both north and south of Highway 99E to accommodate vehicle turn lanes, new bicycle lanes, sidewalks, and installation of replacement traffic signal poles, mast arms, signal heads and operational equipment at the intersection.
- Improving the north Ivy Street arterial to accommodate peak traffic loads, including new travel surface, curbs, sidewalks, lighting and restoration from 2nd Avenue to 10th Avenue.

The project would provide sufficient capacity improvements for future operations on Highway 99E at Ivy Street (without widening the highway). This project would also include an improved pedestrian crossing of UPRR, replacement sidewalk facilities and new bicycle lanes linking the north and south sides of Canby.

The combination of these improvements provide sufficient capacity for highway traffic operations on Highway 99E at Ivy Street, serving both the regional capacity (including intercity trucking) and local circulation demand on the highway for autos, trucks, pedestrians, cyclists and transit riders. The project enhances the City's cross-town arterial system, and

assists both the Oregon Department of Transportation and City of Canby to achieve the policy objectives of the OHP.

Leverage:

33. CITY OF CANBY

Berg Parkway Improvements

OTIA FUNDS REQUESTED

\$726,700.00

The proposed project includes:

- The project would complete an arterial street connection providing a route for traffic to access all of south Canby without entering the core city area along Highway 99.
- Improvement of the existing Berg Parkway from Highway 99 to the end (approx. 0.0 miles) including pavement restoration, curbs and sidewalk and lane striping.
- Extension of Berg Parkway from its current terminus (approximately 0.2 miles south of Highway 99E) to approximately 0.3 miles west of Elm Street. Project to include two travel lanes, center turn lane, bicycle lanes and sidewalks.

The project would provide sufficient capacity improvements for future operations on Highway 99E through the Berg Parkway, Elm, Grant and Ivy intersections (coupled with other system improvements identified in Canby's TSP). These improvements serve both the regional capacity (including intercity trucking) and local circulation demand on the highway for autos, trucks, pedestrians, cyclists and transit riders. The project enhances the City's cross-town arterial system, and assists both the Oregon Department of Transportation and City of Canby to achieve the policy objectives of the OHP.

Leverage:

34. CITY OF ESTACADA

Hwy 224/Hwy 211 Intersection

OTIA FUNDS REQUESTED

\$1,002,000.00

The proposed project includes:

- Installation of a new traffic signal at the intersection of Highways 224 and 211;
- Re-aligning Main Street to intercept Currin Street and Short Street, and to intersect Highway 224 at Highway 211;
- Improving the frontage along Highway 224 as the City of Estacada's southern gateway entrance;
- Providing identified pedestrian crossings and sidewalks; and
- Restriping and identifying bicycle lanes on Highway 224.

The project would provide sufficient capacity improvements for future operations on Highway 224 (without widening the highway) with a single new traffic signal at the Highway 211/Main Street re-alignment intersection, rather than two new and separate traffic signals at

Highway 211 and at Main Street. This project would also include a striped pedestrian crossing, sidewalk facilities and bicycle lanes. It includes the removal of three existing public street intersections (Main Street, Currin Street and Short Street) from connecting with Highway 224 and restriction of access at the current Main Street intersection to right-out only (for emergency vehicle access) and is conducive for Tri-Met to relocate their downtown bus stops to utilize the realigned Main Street.

The combination of these improvements provide sufficient capacity improvements for highway traffic operations on Highway 224, serving both the regional capacity (including intercity trucking) and local circulation demand on the highway for autos, trucks, pedestrians, cyclists and transit riders. The project enhances the City's southern entrance and recreational gateway, and assists both the Oregon Department of Transportation and City of Estacada to achieve the policy objectives of the OHP.

Leverage:	City	\$90,000.00
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35. CITY OF WILSONVILLE

Boeckman Road/Tooze Road Connection **OTIA FUNDS REQUESTED \$1,002,000.00**

The Boeckman Road/Tooze Road Connection project will provide critical east-west arterial access at a regional street standard. The Dammasch Transportation Land Use Plan and 2001 Wilsonville Transportation Systems Plan Update modeling have amply demonstrated the need for this project. Based on the City's current modeling, Wilsonville Road and the existing section of Boeckman Road are anticipated to fall to Level of Service "F" under scenarios that do not include the Dammasch Urban Village. This project would additionally connect unincorporated far west Clackamas County with services and jobs in Wilsonville, and provide necessary off-site access to support the proposed Commuter Rail Station and co-located SMART Transit Center and Park & Ride facility. This single project will leverage more than \$400 million in additional investments, and will create needed housing stock and substantially reduce vehicle miles traveled on metro area roads and highways.

Technically, the City proposes to extend Boeckman Road from its western termination near 95th Avenue to the intersection of 110th Avenue and Tooze Road and then reconstruct Tooze Road from 110th Avenue to Grahams Ferry Road. The construction standards that are necessary to provide adequate east/west accessibility would include a travel lane in each direction left turn lanes at intersections and major driveways, bicycle lanes and sidewalks to provide for vehicular, bicycle and pedestrian traffic. This will be a modernization project with additional lane capacity under the broader definition of the eligibility criteria of House Bill 2142.

36. CITY OF GRESHAM

Powell Blvd -174th to Burnside **OTIA FUNDS REQUESTED \$5,250,000.00**

This project will achieve several objectives:

- Enhance opportunities for bicycle, pedestrian and transit use. The project will improve bicycle, pedestrian, and transit facilities within the corridor to maximize their use and support adjacent land uses.

- Preserve or enhance the “through movement” function of a state highway. The project will provide needed capacity for freight and through traffic needs on this state highway while enhancing local, urban access and travel.
- Reduce reliance on automobiles. Gresham has made significant progress toward developing a pedestrian-friendly; transit-oriented Regional Center as well as transit corridor land uses along Powell Blvd. Powell Blvd. is a key obstacle to fully realizing these goals and this project will ensure that improvements reduce the need to drive to the Center and other destinations within the corridor.

The extent to which increased efficiency in the use of land can be achieved is directly related to the design and function of adjacent transportation systems. This project will ensure compatibility of the transportation system with the land uses planned along the corridor. The project will shift jurisdiction from the state and improve the facility's transportation functions for bikes, pedestrians, transit, freight, and autos. It is also a key to the implementation of the 2040 Plan and accommodating one of the first major expansions of the UGB in east Multnomah County.

Leverage: **City** **\$6,000,000.00**

37. CLACKAMAS COUNTY

Hwy 213/Mulino Road Intersection Improvements

OTIA FUNDS REQUESTED
\$1,400,000.00

The projects are to add a northbound left-turn lane, and a southbound right-turn lane on Hwy 213 to Mulino Road and left turn lanes on Hwy 213 to Carus Road. The projects increase capacity by removing the turning movements from the travel lanes. In addition, the new turn lanes would reduce the collision potential at these intersections.

38. CLACKAMAS COUNTY

Hwy 99E/Territorial Road

OTIA FUNDS REQUESTED **\$1,534,000.00**

Construction of a traffic signal at the intersection of 99E and Territorial Road will reduce long side street delays and improve intersection safety. Signal installation would improve level of service to “B” during weekday peak hours. The Territorial Rd. Railroad crossing (west leg of intersection) is at a higher grade than 99E, trucks with low trailers have high-centered on the railroad tracks. The grade on Territorial Rd. and 99E would be raised significantly in order to meet AASHTO. This will require filling and road construction to make a smooth grade transition.

Leverage: **City/County** **\$250,000.00**

39. CLACKAMAS COUNTY

Sunnyside Road (Phase 2, 3, 4)

OTIA FUNDS REQUESTED **\$21,810,000.00**

The project is to widen Sunnyside Road to five lanes with sidewalks and bike lanes. This project is intended to remove existing and potential safety and capacity problems and accommodate increased public transit service. In addition, the project will construct a bridge across Rock Creek to enhance fish habitat. These phases, (Phase 2, 3, 4) when constructed, will provide the needed capacity and safety improvements on Sunnyside from SE 122nd to SE 172nd Avenue completing the project.

Leverage:	County	\$23,000,000.00
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40. CITY OF SANDY

Dubarko Drive/Tickle Creek Crossing	OTIA FUNDS REQUESTED	\$700,000.00
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This project is to construct a 140-ft. bridge to span the floodplain area that includes the creek and associated wetlands. This will provide the final connection for Dubarko Drive, allowing continuous local east-west travel parallel to Highway 26.

Leverage:	City	\$217,110.00
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41. CITY OF SANDY

Hwy 26 Signal Coordination	OTIA FUNDS REQUESTED	\$584,775.00
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This project includes:

- Replacing the antiquated signal controllers and coordinate the signals, providing for a smooth flow of traffic based on real-time peak traffic patterns. This will increase highway capacity and encourage motorists to travel at the posted speeds.
- Install four pedestrian signals (two on each of the one-way downtown streets). These would be phased with the other signals so that through traffic would not be affected, and they would help maintain the posted 25-mph speed in downtown Sandy, further encouraging pedestrian circulation.

Leverage:

42. CITY OF WEST LINN

Hwy 43 Transit Improvements	OTIA FUNDS REQUESTED	\$747,500.00
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This proposal would improve transit service along Highway 43 with three new facilities:

- Use of Opticom (signal preemption for transit) at Marylhurst Drive/Highway 43 intersection and the Southbound I-205 ramp/Highway 43 intersection;
- Installation of separate bus lanes near the intersections of Marylhurst Drive/Highway 43 and Southbound I-205 ramp/Highway 43.

43. CITY OF WEST LINN

Willamette Falls Drive - Bike and Ped Path	OTIA FUNDS REQUESTED	\$300,000.00
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This proposal would build a bicycle pathway paralleling existing Willamette Falls Drive. This solution is preferable to creation of bicycle lanes along this roadway, in order to accomplish the latter a complete reconstruction of the roadway would be necessary. The cost for such a reconstruction is estimated at approximately \$5,000,000.00.

Region 1

OTIA

Pavement Preservation Proposed Project Summary

1. City of Tualatin

\$2,581,065.00

The proposed project includes completing a pavement preservation project on Boones Ferry Road between the Tualatin River Bridge (MP 8.91) and Norwood Road (MP 11.52). This project would include pavement grinding and overlaying the existing pavement with new asphalt and installing new roadway striping. It would also include replacing the deficient culvert that conveys Nyberg Creek under Boones Ferry Road at MP 9.52 and completing a continuous pedestrian link along the east side of the road between Warm Springs Street and Blake Street. The preservation dollars secured to complete the improvements outlined above would be leveraged with \$3.7 million dollars in City funds to complete modernization projects on Boones Ferry Road, including adding curbs, storm drainage, traffic signal improvements, bike lanes, sidewalks, street lights and landscaping. The City of Tualatin would accept jurisdiction of Boones Ferry Road between the south abutment of the Tualatin River Bridge (MP 8.91) and Norwood Road (MP 11.52) as a condition of receipt of the funds requested in the proposal.

Leverage	City and Development Commission	\$ 3.7 million
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2. City of Milwaukie

\$2,000,000.00

The project would resurface or reconstruct the roadway and implement a series of Boulevard street designs (raised landscape medians, wide sidewalks, bike lanes, more pedestrian crossings, improved lighting). The existing asphalt concrete pavement has deteriorated to a poor condition. Limited signalized intersections, and extensive roadway width, prevent safe and convenient crossing opportunities for pedestrians and cyclists, and presents a barrier to safe/friendly circulation of pedestrians and cyclists.

Establish two-block spacing between traffic signals through the core downtown area by retaining the existing signal at Harrison Street, removing the existing signal at Jefferson Street, and add new signals at Washington and Monroe Streets. The highway severs the downtown business district from riverfront recreational amenities. Existing signal and circulation systems are not coordinated with major east-west city collector streets. In June of this year, the City completed an ODOT TGM grant project to help refine the conceptual design and identify environmental and historic impacts. The project is currently listed in both the MTIP and STIP.

Leverage	City	\$ 200,000
	Metro	\$ 1.9 million

3. City of Portland

\$7,901,742.00

The Portland Office of Transportation is submitting a request for NE Sandy Blvd. from NE 13th to NE 47th. This project will primarily provide for pavement restoration on the district Highway, US 30 Business. Sandy Blvd. is a section of US 30 Business that is entirely within the City of Portland, running over City right of way, but under state jurisdiction.

This pavement restoration project will facilitate the transfer of jurisdiction of this State Highway to the City of Portland. If this project is granted funding as requested, the City will accept jurisdiction for US 30 Business from NE Martin Luther King Jr. Blvd to NE 101st Avenue. This project provides for:

- Jurisdictional Transfer of US 30 Business/Sandy Blvd to the City
- Preservation of pavement on Sandy Blvd where conditions have been deteriorating for several years
- Main Street improvements along Sandy to support redevelopment and growth within the Hollywood Town Center
- An opportunity to leverage over another \$1.0 million in improvements with HEP funds for signal rehabilitation and modifications and with Tri-Met funds for Streamline transit stop improvements
- City matching funds of \$303,000

Leverage	City	\$ 303,000
	HEF funds	\$ 1.0 million

4. Clackamas County \$583,600.00

Government Camp Loop Road, which is part of the former Highway 26 alignment, serves as the only access into the Government Camp community, several trailheads and the Multotorpor ski area via the Multotorpor overpass a substandard facility. The road is 80 feet wide and approximately one mile long with no sidewalks. On street parking is available along the entire length with much of it used as a sno-park.

This project will resurface the Loop Road, which is approximately 1.1 miles in length. It will also install heated sidewalks and improve drainage within the five-block retail core area. These improvements will solve a number of functional as well as safety concerns that have been identified. All work will be completed within the ODOT right of way and have no impact to adjacent land.

Leverage	Contribution	\$ 560,000
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5. Washington County \$4,929,060.00

Farmington Road is currently a state facility. Washington County is willing to assume project management responsibilities as well as jurisdiction for the segment of Farmington Road beginning at SW 198th Avenue and extending to its western terminus at State Highway 219 if this Preservation Project is approved.

In addition to an overlay of Farmington Road, from SW 198th Avenue to Highway 219, the project is proposed to include three intersection safety improvements at identified SPIS locations along Farmington Road – at SW 198th Avenue, SW 209th Avenue and at River Road. This application includes safety improvements at SPIS intersections.

Leverage	County	\$ 1.5 million
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6. City of Gresham & Multnomah County \$1,346,000.00

Sandy Boulevard is a primary corridor serving industrial and residential land uses in East Multnomah County. Sandy Boulevard now serves major employers such as US Bancorp (2000 employees) and Boeing of Portland (1620 employees). Major new developments such as American Honda, Opus, Boyds Coffee expansion, and Catellus have all located on Sandy Blvd. and bring with them a

significant increase in traffic. New regional transit service has also begun on Sandy Blvd. to serve this growing employment district. Inadequate pavement conditions will require reconstruction of a portion of Sandy Blvd. Maintenance of Sandy Boulevard has not kept pace with development. The average pavement condition on this portion of Sandy Boulevard is 71, with a rating as low as 42 in some sections. The shoulder is very narrow in some sections, creating hazardous conditions for bicyclists and pedestrians.

The project includes: 1) Widening the roadway to provide continuous six-foot shoulders in three areas where none currently exist to provide needed space for bicyclists and pedestrians as well as meet preservation requirements. 2) Adding guardrail at selected locations to improve safety conditions of the road. 3) Replacing the temporary traffic signal at 207th with a permanent traffic signal to reduce maintenance costs and improve intersection safety, and 4) A pavement inlay/overlay in needed segments. This solution is cost effective and meets the immediate travel needs and safety concerns on Sandy Boulevard.

Leverage	County	\$ 201,800
	City	\$ 1.0 million

7. City of Forest Grove \$2,525,422.00

The City of Forest Grove has been approached by ODOT to assume responsibility of the segment of State Highway 8 from its intersection with Highway 47 to "B" Street. The present pavement condition of this roadway segment is rated poor and unacceptable for the City to consider accepting the roadway.

8. Clackamas County

The project problem statement of the application described the truck restriction on the road was due to substandard horizontal and vertical alignment, and substandard lane and shoulder widths. The application's solution is to correct eight substandard horizontal curves with improved geometry, standard lane and shoulder widths, improve vertical geometry, and intersection improvements.

The program defines these types of improvements to allow truck traffic as "lane capacity" projects not pavement preservation. Restriction on Truck lengths and widths are an aspect of a capacity problem, this is explained at the website [ftp://ftp.odot.state.or.us/outgoing/HB2142 Documents](http://ftp.odot.state.or.us/outgoing/HB2142%20Documents). Therefore, Region 1 and Region 2 have determined that this project does not fit the intent of the OTIA pavement preservation funds.

To address the truck restriction issues, the project should be submitted as a modernization project.

9. City of Cornelius

The eligibility criteria for HB 2142 specifically state that a project must be located on an ODOT District Highway [section 2(2)(e) of HB 2142] or a load limited highway [section 2(2) (b) of HB 2142].

The Oregon Transportation Commission adopted at its September meeting an administrative rule defining district highway as:

.... a state facility of countywide significance that functions largely as a county and city arterial or collector.

Tualatin Valley (TV) Highway through Cornelius does not fit this definition. It is a state highway that serves as a principal arterial of regional significance. TV Highway is designated as a Statewide

Highway in the Oregon Highway Plan and is designated as part of the National Highway System (NHS). The NHS routes, authorized under Section 1006 of ISTEA and re-authorized as part of TEA-21, are intended to consist primarily of principal arterials serving interregional and interstate traffic. Therefore, as an NHS Route, TV Highway is considered by Metro, ODOT and the federal government a principle arterial and a statewide highway and not eligible for preservation funding under HB 2142.

The process to change the NHS designation of TV Highway would start at Metro. The Federal Highway Administration (FHWA) requires an action on NHS designation to be initiated by the metropolitan planning organization in consultation with the state.

10. Columbia County

The OTC eligibility criteria to determine if a project is eligible for Pavement Preservation funding under HB2142 states that a project must be located on an ODOT District Highway [section 2(2)(e)] or be on a load limited highway [section 2(2)(b)]. It is possible for local roads to be eligible for preservation funds under this load limit provision.

The Scappoose/Vernonia Road, as a local road only qualifies if it is load limited. As the application did not indicate it was load limited, we contacted Columbia County and confirmed that it was not. Therefore, Region I has determined that the project is not eligible for OTIA funding.

**Oregon Transportation Investment Act
OTIA Pavement Project Proposals
ODOT Region 1 Ranking**

<u>Project (Jurisdiction)</u>	Score	A	B	C	D	E	F	% Local Contribution	State Contribution
Boones Ferry Rd (Tualatin)	77	10	25	15	7	10	10	59	\$ 2,581,065.00
McLoughlin (Milwaukie)	72	0	25	17	10	10	10	51	\$ 2,000,000.00
Sandy Blvd. (Portland)	68	10	10	20	5	20	3	14	\$ 7,901,742.00
Government Camp Loop (Clackamas Co.)	67	0	25	15	7	10	10	51	\$ 583,600.00
Farmington Road (Washington Co.)	63	10	10	12	7	20	4	23	\$ 4,929,060.00
Sandy Blvd. (Gresham-Multnomah)	60	10	11	12	10	8	9	48	\$ 1,346,000.00
TV Highway (Forest Grove)	58	10	25	12	5	6	0	0	\$ 2,525,422.00
Total State Contribution									\$ 21,866,889.00

Not Eligible (Not Ranked)

Vernonia Road Overlay (Columbia Co.)
Wilsonville Rd. Limited Pres & Safety
Improvements (Clackamas Co.)
Main St. Baseline (Cornelius)

Date current as of: 9/25/01

Criteria

A
B
C
D
E
F

TPAC 10/26/01
41 rev (5D Pres for JPACT)

Proj No.	Project Name	Jurisdiction	Code	Eligibility Criteria (Y or N)	Type of Project	OTIA Request	Local Match	Project Cost	%	Prioritizing Factors				Total Points	ODOT Rankin	CST Prioritize
										A. Community Support (capacity projects only) 40 Points max.	B. Freight Mobility 30 Points max.	C. Safety 15 Points max.	D. Leverage and Public Benefit 15 Points max.			

Interchange to a Multi-Lane Highway

Washington County

20	Jackson School Rd. Interchange	ODOT	B	Y	NEW INTERCHANGE	\$16,133,900	\$0	\$16,133,900	0%							
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Total Interchange Project \$16,133,900 \$0 \$16,133,900

Increase Lane Capacity

27	Hwy 26: Murray Blvd - Cornell Rd	Washington County	A, B	Y	WIDENING of HIGHWAY	\$2,811,634	\$3,559,000	\$6,370,634	56%						1	
18	US 26 (Sunset Hwy) Hwy 217 to Camelot Interchange	ODOT	A, B	Y	WIDENING of HIGHWAY	\$20,599,027	\$0	\$20,599,027	0%						2	
21	East Columbia Blvd - Lombard St Connector	ODOT	A, B	Y	WIDENING of STREET	\$19,765,414	\$5,000,000	\$24,765,414	20%						3	
19	Victory Blvd to Lombard St, I-5	ODOT	A, B	Y	WIDENING of HIGHWAY	\$35,991,716	\$2,000,000	\$37,991,716	5%						4	
10	I-5/Nyberg Interchange Widening Project	City of Tualatin	A, B	Y	WIDENING of LOCAL STREET	\$1,172,000	\$3,119,000	\$4,291,000	73%						5	
36	Powell Blvd, 174th to Burnside	City of Gresham	A, B	Y	BIKE/PED/TRANS IT	\$5,250,000	\$6,000,000	\$11,250,000	53%						6	
26	Glencoe Rd/Hwy 26 Interchange	Washington County	B	Y	INTERCHANGE RAMP REALIGNMENT	\$1,732,000	\$1,732,000	\$3,464,000	50%						7	

OTIA HB2142 MODERNIZATION PROJECT LIST PRIORITIZATION

Proj No.	Project Name	Jurisdiction	Code	Eligibility Criteria (Y or N)	Type of Project	OTIA Request	Local Match	Project Cost	%	Prioritizing Factors				Total Points	ODOT Rankin	CST Prioritize
										A. Community Support (capacity projects only) 40 Points max.	B. Freight Mobility 30 Points max.	C. Safety 15 Points max.	D. Leverage and Public Benefit 15 Points max.			
9	OR Hwy 26/NW Cornelius Pass Rd Interchange Improvements	City of Hillsboro	A, B	Y	INTERCHANGE RAMP REALIGNMENT	\$2,250,000	\$1,500,000	\$3,750,000	40%						8	
28	Murray Blvd Extension: Scholls Ferry Rd - Barrows Rd.	Washington County	A, B	Y	WIDENING of LOCAL STREET	\$4,024,819	\$4,024,819	\$8,049,638	50%						9	
41	Hwy 26 Signal Coordination/ Pedestrian Signals	City of Sandy	B	Y	PEDESTRIAN SIGNALS	\$584,775		\$584,775							10	
24	S Leg of SW 208th/Hwy 8 (TV Hwy) Intersection Modernization	Washington County	A, B	Y	INTERSECTION	\$885,382	\$885,382	\$1,770,764	50%						11	
39	Sunnyside Rd (phase 2, 3 & 4) 122nd to 172nd Widening	Clackamas County	A, B	Y	WIDENING of LOCAL STREET	\$21,810,000	\$23,000,000	\$44,810,000	51%						12	
15	Crown-Zellerbach Rd Project from Hwy 30 to West Lane	City of Scappoose	C	Y	WIDENING of LOCAL STREET	\$1,782,850	\$780,000	\$2,562,850	30%						13	
35	Boeckman Rd. - Toozee Rd Connection	City of Wilsonville	B	Y	CONSTRUCTION of LOCAL STREET	\$7,793,003.00	\$7,900,000	\$15,693,003	50%						14	
25	Staley's Jct Intersection Modernization	Washington County	C	Y	REALIGNMENT of INTERSECTION	\$1,335,857	\$1,335,857	\$2,671,714	50%						15	
12	Half Blvd. Improvements (btwn Hwy 99 & Durham Rd)	City of Tigard	A, B	N	WIDENING of LOCAL STREET	\$8,105,000	\$4,875,000	\$12,980,000	38%						16	
30	State Hwy 282 at Brookside/Eliot Traffic Signal	Hood River County	B	Y	TRAFFIC SIGNAL	\$127,000	\$97,205	\$224,205	43%						17	
38	OR99E/Territorial Rd Intersection Improvements and Signalization	Clackamas County	B	Y	INTERSECTION/ SIGNALIZATION	\$1,534,000	\$250,000	\$1,784,000	14%						18	

OTIA HB2142 MODERNIZATION PROJECT LIST PRIORITIZATION

Proj No.	Project Name	Jurisdiction	Code	Eligibility Criteria (Y or N)	Type of Project	OTIA Request	Local Match	Project Cost	%	Prioritizing Factors				Total Points	ODOT Rankin	CST Prioritize
										A. Community Support (capacity projects only) 40 Points max.	B. Freight Mobility 30 Points max.	C. Safety 15 Points max.	D. Leverage and Public Benefit 15 Points max.			
23	Tonquin Rd Improvements	Washington County	B	Y	RECONSTRUCTI ON of LOCAL ROAD	\$2,510,406	\$2,510,406	\$5,020,812	50%						19	
7	Glencoe Road Improvements	City of North Plains	B,C	Y	WIDENING of LOCAL STREET	\$684,302	\$684,303	\$1,368,605	50%						20	
5	NE Cully Blvd:Prescott St to Killingsworth St.	City of Portland	A, B	Y	INTERSECTION and SIGNAL	\$1,648,742	\$1,173,684	\$2,822,426	42%						21	
34	Downtown Estacada, Hwy 224/Hwy 211 Intersection Capacity Improvements	City of Estacada	B	Y	INTERSECTION CAPACITY	\$1,002,000	\$90,000	\$1,092,000	8%						22	
13	Greenburg Rd Improvements (btwn Washington Sq. Dr. & Teideman Ave.)	City of Tigard	A, B	Y	WIDENING of LOCAL STREET	\$1,989,000	\$736,000	\$2,725,000	27%						23	
22	Gabel Rd Reconstruction and Modernization	City of St. Helens	C	Y	RECONSTRUCTI ON of LOCAL ROAD	\$1,390,242	\$463,414	\$1,853,656	25%						23	
6	SW Bancroft/Macadam Intersection Improvements	City of Portland	A, B	Y	INTERSECTION	\$375,000	\$372,370	\$747,370	50%						24	
4	SW Gardenhome Rd/ Mult Rd Intersection Capacity Improvement & Safety Project	City of Portland	A, B	Y	INTERSECTION CAPACITY & SAFETY	\$546,990	\$450,000	\$996,990	45%						25	
14	State Hwy. 211 & State Hwy. 213 Intersection Improvements	City of Molalla	B	Y	INTERSECTION	\$1,152,170	\$75,000	\$1,227,170	6%						25	
40	Dubarko Dr/Tickle Creek Crossing	City of Sandy	B	Y	BRIDGE	\$700,000	\$217,000	\$917,000	24%						26	
31	Hood River - White Salmon Bridge Toll Plaza Improvement	Port of Hood River	B	Y	TOLL PLAZA IMPROVEMENT	\$3,115,000	\$400,000	\$3,515,000	11%						27	

Proj No.	Project Name	Jurisdiction	Code	Eligibility Criteria (Y or N)	Type of Project	OTIA Request	Local Match	Project Cost	%	Prioritizing Factors				Total Points	ODOT Rankin	CST Prioritize
										A. Community Support (capacity projects only) 40 Points max.	B. Freight Mobility 30 Points max.	C. Safety 15 Points max.	D. Leverage and Public Benefit 15 Points max.			
2	SE Foster Rd and SE Barbara Welch Rd Intersection	City of Portland	A, B	Y	INTERSECTION and SIGNAL	\$1,042,080	\$1,958,000	\$3,000,080	65%						28	
1	SE 162nd Ave and Foster Rd Improvements	City of Portland	A, B	Y	INTERSECTION and SIGNAL	\$1,500,000	\$3,075,000	\$4,575,000	67%						29	
3	NE Fremont St/NE MLK Jr. Blvd Left turn lanes	City of Portland	A, B	Y	TURN LANES	\$200,261	\$110,000	\$310,261	35%						30	
32	Hwy 99E/Ivy St. Intersection Capacity Improvements	City of Canby	B	Y	INTERSECTION CAPACITY	\$1,475,000	\$0	\$1,475,000							31	
29	Columbia City/Sixth St-Street & Pedestrian/Bikepath Improvements	City of Columbia City	C	Y	PEDESTRIAN/BIKEPATH	\$2,635,000	\$35,000	\$2,670,000	1%						32	
8	Nice Creek Bridge (Br. No. 09C01)	City of Rainer	C	Y	BRIDGE	\$2,628,000	\$0	\$2,628,000	0%						33	
33	Berg Parkway Hwy 99E Capacity Improvements	City of Canby	B	Y	CONSTRUCTION of LOCAL STREET	\$726,700	\$0	\$726,700							34	
37	Hwy 213/Mulino Rd Intersection Hwy 213/Carus Rd Intersection	Clackamas County	B	Y	INTERSECTION/SIGNALIZATION	\$1,400,000	\$0	\$1,400,000							35	
11	Hwy 102 Lane Capacity Improvement Project	City of Vernonia	C	Y	CLIMBING LANES	\$1,033,000	\$0	\$1,033,000	0%						36	
16	Transit Priority for Westside Portland Area State Highways	Tri-Met	A, B	Y	TRANSIT	\$1,500,000	\$0	\$1,500,000	0%						37	
17	Transit Priority for Eastside Portland Area State Highways	Tri-Met	A, B	Y	TRANSIT	\$1,500,000	\$0	\$1,500,000	0%						37	

OTIA HB2142 MODERNIZATION PROJECT LIST PRIORITIZATION

Proj No.	Project Name	Jurisdiction	Code	Eligibility Criteria (Y or N)	Type of Project	OTIA Request	Local Match	Project Cost	%	Prioritizing Factors				Total Points	ODOT Rankin	CST Prioritize
										A. Community Support (capacity projects only) 40 Points max.	B. Freight Mobility 30 Points max.	C. Safety 15 Points max.	D. Leverage and Public Benefit 15 Points max.			
42	West Linn Hwy 43 Transit Improvements	City of West Linn	A, B	Y	TRANSIT	\$747,500	\$0	\$747,500							38	
43	Willamette Falls Dr Bicycle/ Pedestrian Path	City of West Linn	A, B	Y	PEDESTRIAN/ BIKEPATH	\$5,000,000	\$0	\$5,000,000							39	

Total Lane Capacity Projects \$174,055,870 \$78,408,440 \$252,464,310

Total Lane Capacity Projects and Interchange Project \$190,189,770 \$78,408,440 \$268,598,210

A=INSIDE METRO & METRO/HOOD RIVER REGIONAL CST	B=OUTSIDE METRO WITHIN METRO/HOOD RIVER REGIONAL CST	C=WITHIN NWACT/OUTSIDE METRO & NWCS
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Federal Stimulus Package

(Millions)

Project No.	Jurisdiction	Category	Project	Total Cost	Federal funds already allocated	Local/state funds already allocated	Type	Note.
C1	Canby	I	Bus	\$0.50	\$0.25	\$0.00	Transit	FY02 Regional Approps Request (anticipated unfunded portion)
<i>Canby Total</i>				\$0.50				
CC1	Clackamas Co.	I	Sunnyside Rd. Phase I	\$29.00	\$7.00	\$22.00	Mod.	Federal/Local Swap FY02 Regional Approps. Request
CC2	Clackamas Co.	I	Stafford Borland Intersection	\$0.50	\$0.00	\$0.00	Mod.	Permits needed
CC5	Clackamas Co.	I	122 - 212 Rd.	\$1.03	\$0.00	\$1.03	Mod.	
CC6	Clackamas Co.	I	Jennifer Rd. - 135th	\$2.65	\$0.00	\$2.65	Mod.	
CC7	Clackamas Co.	I	Industrial Way Lawnfield-Mather	\$1.05	\$0.00	\$1.05	Mod.	
CC3	Clackamas Co.	I	Sunrise PE Ph. I	\$10.00	\$1.00	\$0.00	PE	STP Swap
CC8	Clackamas Co.	I	County Road Preservation	\$9.00	\$0.00	\$0.00	Preservation	
CC9	Clackamas Co.	I	County Small Cities Road Preservation	\$5.00	\$0.00	\$0.00	Preservation	
CC4	Clackamas Co.	I	Amtrak Station - Oregon City	\$1.50	\$0.00	\$0.75	Rail	Unfunded FY02 Approps Regional Request
CC10	Clackamas Co.	II	Arndt Rd.	\$1.00	\$0.60	\$0.00	Mod.	STP swap/nees permits
CC11	Clackamas Co.	II	Carman Meadows	\$1.00	\$0.00	\$0.00	Mod.	Planning approvals needed
CC12	Clackamas Co.	II	Sunnyside Rd. PE 122-172	\$3.50	\$0.00	\$0.00	Mod.	PE
CC13	Clackamas Co.	II	Harmony Rd. 82nd - 224th PE	\$1.00	\$0.50	\$0.00	Mod.	PE
CC14	Clackamas Co.	III	Johnson Cr. Blvd. PE	\$1.50	\$0.00	\$0.00	Mod.	PE/EA/LRT Intersection
CC15	Clackamas Co.	III	Hwy. 213 Molino/Kerris	\$1.40	\$0.00	\$0.00	Mod.	OTIA
CC16	Clackamas Co.	III	Govt. Camp Loop Rd.	\$1.30	\$0.00	\$0.00	Mod.	OTIA
CC17	Clackamas Co.	III	Sunnyside Rd. 122-132nd Ph. 2	\$12.00	\$0.00	\$0.00	Mod.	
CC18	Clackamas Co.	IV	Culvert Replacement	\$5.00	\$0.00	\$0.00	Environmental	
CC19	Clackamas Co.	IV	Juvenile Detention Facility	\$5.50	\$0.00	\$0.00	Security	
<i>Clackamas Co. Total</i>				\$92.93				
CT1	C-Tran	I	ITS/VAST	\$5.00	\$0.80	\$0.20	Transit	FY02 Regional Approps Request
CT2	C-Tran	I	Bus Replacement	\$7.50	\$0.00	\$0.00	Transit	
CT3	C-Tran	III	99th St. P&R	\$10.00	\$0.00	\$0.00	Transit	
CT4	C-Tran	III	7th St. Transit Mall	\$3.00	\$0.00	\$0.00	Transit	
CT5	C-Tran	III	Fishers Landing Ph. II	\$5.00	\$0.00	\$0.00	Transit	
CT6	C-Tran	III	Main Ops Facility	\$15.00	\$0.00	\$0.00	Transit	

Project No.	Jurisdiction	Category	Project	Total Cost	Federal funds already allocated	Local/state funds already allocated	Type	Note.
<i>C-Tran Total</i>				\$45.50				
G1	Gresham	I	Division Blvd.	\$4.00	\$3.00	\$0.00	Preservation	STP swap
G2	Gresham	I	Gresham Road Preservation	\$9.00	\$0.00	\$0.00	Preservation	
G4	Gresham	II	185th/Sandy/Marine Dr.	\$3.50	\$0.00	\$3.50	Mod.	Local swap/EA/FONSI
G3	Gresham	IV	Gresham/Johnson Cr. Culvert Improve	\$1.00	\$0.00	\$0.00	Environmental	
<i>Gresham Total</i>				\$17.50				
H2	Hillsboro	I	TV Hwy. Corridor Study	\$1.50	\$0.00	\$0.00	Mod.	Corridor Study
H3	Hillsboro	I	NW Evergreen Rd. 268th	\$3.50	\$0.00	\$0.00	Mod.	
H8	Hillsboro	I	10th Ave. East Main - Baseline	\$1.50	\$0.09	\$0.00	Mod.	
H5	Hillsboro	II	TV Hwy., Witch Hazel-Brookwood	\$7.00	\$0.00	\$0.00	Mod.	
H1	Hillsboro	III	Hwy. 26 Flyover @228th Ave.	\$5.00	\$0.00	\$0.00	Mod.	
H4	Hillsboro	III	Century Blvd. Bridge	\$7.50	\$0.00	\$0.00	Mod.	
H6	Hillsboro	IV	Storm Drain/Wetlands	??	\$0.00	\$0.00	Environmental	Multiple projects
H7	Hillsboro	IV	24th Ave. Water Res. Reconstruction	\$3.00	\$0.00	\$0.00	Security	Reconstruct for emergency use
<i>Hillsboro Total</i>				\$26.00				
M1	Metro	I	Gresham Civic Nbrhod MAX Sta. Comple	\$1.50	\$0.00	\$0.00	Transit	
M2	Metro	I	TOD - Russellville	\$1.40	\$0.00	\$0.00	Transit	
M3	Metro	II	Interstate TCSP	\$1.00	\$0.00	\$0.00	Transit	FY02 Regional Approps Request
M4	Metro	IV	Parks Infrastructure	\$40.00	\$0.00	\$0.00	Environmental	
M5	Metro	IV	Housing Improvements	\$5.00	\$0.00	\$0.00	Housing	
<i>Metro Total</i>				\$48.90				
MC1	Multnomah Co.	I	Morrison & Burnside Br. Electric	\$1.45	\$1.30	\$0.15	Bridge	STP swap
MC2	Multnomah Co.	I	Broadway Br.	\$1.26	\$1.00	\$0.26	Bridge	Federal funds from demo
MC3	Multnomah Co.	I	Burnside Br. Seismic	\$5.00	\$4.00	\$1.00	Bridge	HBR swap
MC4	Multnomah Co.	I	County Road Preservation	\$5.00	\$0.00	\$0.00	Preservation	Multiple Projects
MC5	Multnomah Co.	I	County Small Cities Road Preservation	\$0.40	\$0.00	\$0.00	Preservation	Multiple projects Excluding Gresham
MC6	Multnomah Co.	II	257th & Orient	\$3.00	\$0.00	\$3.00	Mod.	Local swap/EA/FONSI
MC7	Multnomah Co.	III	Broadway Br. Painting	\$22.00	\$0.00	\$0.00	Bridge	FY02 Regional Approps Request
<i>Multnomah Co. Total</i>				\$38.11				
ODOT1	ODOT	I	I-205 Pavement Preservation	\$11.00	\$0.00	\$0.00	Preservation	
ODOT2	ODOT	I	I-5 Pavement Preservation	\$16.00	\$0.00	\$0.00	Preservation	

Project No.	Jurisdiction	Category	Project	Total Cost	Federal funds already allocated	Local/state funds already allocated	Type	Note.
ODOT3	ODOT	I	I-84 Pavement Preservation	\$12.00	\$0.00	\$0.00	Preservation	
ODOT4	ODOT	I	Sylvan Maintenance Facility	\$3.50	\$0.00	\$0.00	Preservation	
ODOT5	ODOT	I	High Speed Rail	\$80.00	\$0.00	\$0.00	Rail	Union Pacific Agreement in Place
ODOT6	ODOT	I	Hwy. 26 ZigZag - Rhod.	\$16.00	\$12.00	\$0.00	Safety	FY02 Regional Approps Request
ODOT7	ODOT	II	Hwy. 26 217 to Murray	\$30.00	\$30.00	\$0.00	Mod.	Road swap
ODOT8	ODOT	II	Hwy. 26 185 to Murray	\$13.00	\$0.00	\$13.00	Mod.	Needs FHWA approvals
ODOT9	ODOT	II	Hwy. 26 Camelot-Sylvan Ph. 3	\$12.20	\$12.20	\$0.00	Mod.	STP Swap
ODOT10	ODOT	IV	Culvert Replacement				Environmental	
<i>ODOT Total</i>				\$193.70				
POP1	Port of Portland	I	North Lombard Grade Separation	\$6.50	\$2.00	\$1.00	Mod.	Portion of \$25.5 Project (\$11 m Demo)
POP2	Port of Portland	II	Air Cargo Access	\$4.76	\$0.00	\$0.00	Freight	EA/FONSI
POP6	Port of Portland	II	Rivergate Industrial Access Ledbetter to P	\$6.00	\$0.00	\$0.00	Freight	
POP3	Port of Portland	II	Ramsey Rail Yard	\$12.00	\$0.00	\$0.00	Rail	EA/FONSI
POP5	Port of Portland	II	Security Operations Ctr. @ PDX	\$5.40	\$0.00	\$0.00	Security	FAA approval needed
POP4	Port of Portland	II	T-4 Entrance Security	\$2.50	\$0.00	\$0.00	Security/Freight	
POP7	Port of Portland	III	Columbia/Killingsworth east end Connect	\$5.00	\$0.00	\$0.00	Mod.	EA/FONSI/FY02 Regional Approps Request
POP8	Port of Portland	IV	Riverbank Enhancement/ Columbia Sloug	\$10.00	\$0.00	\$0.00	Environmental	
<i>Port of Portland Total</i>				\$52.16				
P1	Portland	I	Greeley, Interstate Bikeway	\$0.14	\$0.14	\$0.00	Bike	CMAQ swap
P2	Portland	I	Arterial Freeway ITS	\$0.60	\$0.60	\$0.00	ITS	STP swap
P3	Portland	I	MLK/Interstate ITS	\$0.55	\$0.55	\$0.00	ITS	STP swap
P4	Portland	I	Johnson Cr. Blvd. Ph. II&III	\$2.20	\$2.20	\$0.00	Mod.	STP swap
P5	Portland	I	Lower Albina RR Crossing	\$1.80	\$1.80	\$0.00	Mod.	FAU swap
P6	Portland	I	Hillsdale	\$0.40	\$0.40	\$0.00	Mod.	ODOT swap
P7	Portland	II	Going St. Bridge Seismic	\$1.60	\$0.00	\$0.00	Mod.	EA/FONSI/RR approval
P10	Portland	II	Hayden Island Dr., N	\$1.60	\$0.00	\$0.00	Preservation	
P11	Portland	II	Columbia St., SW	\$2.20	\$0.00	\$0.00	Preservation	
P12	Portland	II	Division St., SE	\$0.60	\$0.00	\$0.00	Preservation	
P13	Portland	II	Cully Blvd. NE	\$0.50	\$0.00	\$0.00	Preservation	
P14	Portland	II	39th Ave., SE	\$7.30	\$0.00	\$0.00	Preservation	
P8	Portland	II	Market/Clay, SW	\$7.22	\$0.00	\$0.00	Preservation	

Project No.	Jurisdiction	Category	Project	Total Cost	Federal funds already allocated	Local/state funds already allocated	Type	Note.
P9	Portland	II	23rd Ave., NW	\$1.00	\$0.00	\$0.00	Preservation	
P15	Portland	III	Sandy Blvd.	\$1.00	\$0.00	\$0.00	PE	
P17	Portland	III	Union Station HSR Retrofit	\$30.00	\$0.00	\$0.00	Rail	
P16	Portland	IV	Culvert Replacement	\$14.60	\$0.00	\$0.00	Environmental	
<i>Portland Total</i>				\$73.31				
R1	Regional	I	ITS Improvements	\$12.00	\$6.00	\$0.00	ITS	FY02 Regional Approps Request
R2	Regional	IV	Culvert Replacement	\$5.00	\$0.00	\$0.00	Environmental	Multiple Projects
<i>Regional Total</i>				\$17.00				
TM6	Tri-Met	I	Transit Tracker	\$3.80	\$0.00	\$0.00	Security	Passenger alert system at all MAX, transit centers, mall and ma
TM7	Tri-Met	I	CCTV	\$3.90	\$0.00	\$0.00	Security	Closed Circuit TV for surveliance at MAX, transit centers and m
TM1	Tri-Met	I	Powell Garage	\$10.00	\$0.00	\$2.00	Transit	
TM10	Tri-Met	I	Gateway P&R	\$10.00	\$0.00	\$0.00	Transit	
TM11	Tri-Met	I	Milliken P&R	\$10.00	\$0.00	\$0.00	Transit	
TM12	Tri-Met	I	High Capacity Bus & Amenities	\$10.00	\$0.00	\$0.00	Transit	
TM3	Tri-Met	I	Willamette Shore Trolley	\$10.00	\$0.00	\$0.00	Transit	Track grade, structures, partial trackwork
TM4	Tri-Met	I	Bus Replacement FY02	\$4.80	\$0.00	\$4.80	Transit	Partial funding of 55 replacement buses
TM5	Tri-Met	I	Bus Replacement FY03	\$17.00	\$0.00	\$10.00	Transit	Full funding of 55 replacements
TM8	Tri-Met	I	Banfield MAX Upgrades	\$5.20	\$0.00	\$0.00	Transit	Accommodate IMAX, Airport
TM9	Tri-Met	I	Expansion LRVs @ \$2.6 m/car	\$26.00	\$0.00	\$0.00	Transit	Up to 10 cars, could be less, option expires April 15th
TM15	Tri-Met	I	S. Corridor P&R	\$2.80	\$0.00	\$0.00	Transit	FY02 Regional Approps Request (anticipated unfunded portion)
TM2	Tri-Met	I	Merlo Fuel/Wash	\$8.00	\$0.00	\$3.00	Transit/ Environmental	
TM13	Tri-Met	II	Foster Rd. P&R	\$5.00	\$0.00	\$0.00	Transit	
TM14	Tri-Met	II	I-205 LRT	\$100.00	\$0.00	\$0.00	Transit	
<i>Tri-Met Total</i>				\$226.50				
WC4	Washington Co.	I	Evergreen 25th - Komatsu	\$5.00	\$0.00	\$0.00	Mod.	
WC2	Washington Co.	I	County Road Preservation	\$1.70	\$0.00	\$1.70	Preservation	Multiple Projects
WC3	Washington Co.	I	County Small Cities Road Preservation	\$10.00	\$0.00	\$0.00	Preservation	Multiple Projects
WC1	Washington Co.	I	Washington County P&R	\$10.00	\$0.00	\$0.00	Transit	Serves Commuter Rail
WC6	Washington Co.	II	Corey Rd.	\$2.40	\$0.00	\$0.00	Mod.	
WC7	Washington Co.	II	Cornelius/Shefflin/Zion Church	\$1.80	\$0.00	\$1.80	Preservation	
WC8	Washington Co.	II	Commuter Rail	\$50.00	\$0.00	\$0.00	Transit	FTA/Railroad approvals needed

Project No.	Jurisdiction	Category	Project	Total Cost	Federal funds already allocated	Local/state funds already allocated		Type	Note.
WC9	Washington Co.	III	Hwy. 26 PE 217-Sylvan	\$1.50	\$0.00	\$0.00		Mod.	FY02 Regional Approps Request
WC11	Washington Co.	IV	Culvert Replacement	\$0.10	\$0.00	\$0.00		Environmental	
WC10	Washington Co.	IV	Security Package	\$4.08	\$0.00	\$0.00		Security	Multiple Projects
<i>Washington Co. Total</i>				\$86.58					
W2	Wilsonville	I	Boeckman Rd. PE	\$1.50	\$0.00	\$0.50		Mod.	Damish Redevelopment
W1	Wilsonville	I	SMART P&R ROW & Const.	\$2.71	\$1.00	\$0.00		Transit	FY02 Regional Appropriations Request
W6	Wilsonville	IV	Dammash Sewer Main	\$2.50	\$0.00	\$0.50		Economic Stimulus	
W3	Wilsonville	IV	Dammash Brownfield Redevelopment	\$5.00	\$0.00	\$0.00		Environmental/Economic Stimulus	
W4	Wilsonville	IV	City Hall Security Upgrade	\$4.50	\$0.00	\$4.00		Security	
W5	Wilsonville	IV	Water Treatment Security	\$49.00	\$0.00	\$48.00		Security	Need federal \$ to add security
<i>Wilsonville Total</i>				\$65.21					
<i>Grand Total</i>				\$986.90					

State Bridge
HB 2142
Prioritized Unconstrained Candidate list

Date Updated: 9/7/2001.

Date Printed: 10/25/2001.

Bridge Identification								Bridge Characteristics								Live Load Types			Replacement Costs					
	Footnotes	District	County	Highway	Milepoint	Bridge #	Name	Year	Design Load	ADT	Truck %	Length (m)	Rdwy Width (m)	Deck Width (m)	Lanes On	Bridge Design Type	Bridge Design Material	Type 3	Type 3S2	Type 3-3	Repl. Width (m)	Repl. Length (m)	Cost Factor (\$m)	Repl. Cost
1	a,b,c,VC	13	Un ion	006	257.23	1 8428 E & W	Lower Perry Br, EB and WB																	\$ 10,900,000
2	a,c,VC	05	Lane	001	179.99	2 07745	Coast Fork Willamette River, Hwy 1 SB	1956	HS20	15,950	22	171.6	9.1	10.6	2	Girder/ Multibeam	P/S. Cont.	1.27	1.14	1.02	14.0	188.1	\$ 3,000	\$ 7,900,200
3	a,c,R3-3,VC	06	Douglas	001	112.57	3 07841B	S Umpqua R & COPRR + Round Prairie Rd, Hwy 1 NB (Booth Ranch)	1956	HS20	12,120	21	258.2	9.1	10.7	2	Deck Truss	Steel				14.0	283.8	\$ 3,000	\$ 11,919,600
4	a,c,R3-1,VC	06	Douglas	001	101.54	4 00509C	South Umpqua River, Hwy 1 (Fords)	1957	HS20	23,000	21	170.4	18.3	19.8	4	Deck Truss	Steel	0.8	0.56	0.53	22.0	187.0	\$ 3,000	\$ 12,342,000
5	a,VC	05	Lane	001	175.40	5 07829	Row River, Hwy 1 SB	1956	HS20	15,950	22	103.3	9.1	10.6	2	Girder/ Multibeam	Concrete	1.28	1.14	1.02	14.0	113.3	\$ 3,000	\$ 4,758,600
6	a,VC	13	Union	006	256.17	6 08425E	Hwy 6 EB over Grande Ronde River (Upper Perry)	1961	H 20	4,500	40	165.8	9.1	10.5	2	Box Bm/Grdr Multi	Conc. Cont.				14.0	181.5	\$ 3,000	\$ 7,623,000
7	a,VC	13	Union	006	256.18	7 08425W	Hwy 6 WB over Grande Ronde River (Upper Perry)	1961	H 20	4,500	40	140.5	12.9	13.7	2	Box Bm/Grdr Multi	Conc. Cont.				14.0	154.0	\$ 3,000	\$ 6,468,000
8	a,VC	13	Union	006	259.13	8 08430E	Grande Ronde River & UPRR, Hwy 6 EB	1960	H 20	4,500	40	163.1	9.1	10.6	2	Box Bm/Grdr Multi	Conc. Cont.				14.0	179.3	\$ 3,000	\$ 7,530,600
9	a,VC	13	Union	006	259.13	9 08430W	Grande Ronde River & UPRR, Hwy 6 WB	1960	H 20	4,500	40	182	8.9	10.4	3	Box Bm/Grdr Multi	Conc. Cont.				18.0	200.2	\$ 3,000	\$ 10,810,800
10	a, R3-8,VC	06	Douglas	001	128.92	10 07663C	N Umpqua R & SPRR & Creek & Co Rd, Hwy 1 NB (Winchester)	1955	HS20	15,200	19	500.8	9.1	10.7	2	Deck Truss	Steel	0.89	0.52	0.48	14.0	550.0	\$ 3,000	\$ 23,100,000
11	R3-5,PC	06	Douglas	001	136.52	11 07565A	Hwy 1 over Hwy 231	1953	HS20	20,600	25	30.5	23.3	24	2	Girder/ Multibeam	Conc. Cont.	1.12	1.1	0.86	14.0	33.0	\$ 3,000	\$ 1,386,000
12	PC	06	Douglas	001	156.49	12 07572A	Curtis Creek, Hwy 1	1953	HS20	18,900	33	30.5	26.3	27.3	4	Girder/ Multibeam	Conc. Cont.	1.01	1.01	1	22.0	33.0	\$ 3,000	\$ 2,178,000
13	PC	06	Douglas	001	120.49	13 07714A	Hwy 1 over Hwy 234	1955	HS20	36,900	13	61	23.4	24.9	4	Girder/ Multibeam	Conc. Cont.	1.18	1.14	1	22.0	67.1	\$ 3,000	\$ 4,428,600
14	PC	06	Douglas	001	123.01	14 07670A	Hwy 1 over Portland Ave (Fairgrounds Intchg)	1954	HS20	38,000	13	40.2	25.9	27.9	4	Girder/ Multibeam	Conc. Cont.	1.29	1.27	1	22.0	44.0	\$ 3,000	\$ 2,904,000
15	PC	03	Marion	001	252.13	15 07440A	Hwy 1 over SPRR Main Line	1953	HS20	60,000	22	45.7	24.7	25.8	4	Tee Beam	Conc. Cont.	1.48	1.11	1.01	22.0	49.5	\$ 3,000	\$ 3,287,000
16	PC	05	Lane	001	174.41	16 07830	Hwy 1 SB over OP&ERR	1956	HS20	11,300	22	36.6	9.1	15.5	2	Girder/ Multibeam	Conc. Cont.	1.4	1.27	1.03	14.0	39.8	\$ 3,000	\$ 1,663,200
17	R3-2	08	Josephine	001	071.72	17 06493	Grave Creek, Hwy 1 SB	1945	HS20	8,920	33	91.4	12.8	13.7	2	Girder/ Multibeam	Conc. Cont.	1.45	1.16	1.04	14.0	100.1	\$ 3,000	\$ 4,204,200
18	a, R3-4,PC	06	Douglas	001	120.57	18 07713C	S Umpqua River & COPRR, Hwy 1 NB (Shady)	1955	HS20	16,290	13	289.3	9.1	9.9	2	Deck Truss	Steel	1.48	1.15	1.04	14.0	317.9	\$ 3,000	\$ 13,351,800
19	PC	08	Josephine	001	061.45	19 08018S	Louse Creek & Conn, Hwy 1 SB	1957	HS20	9,530	18	67.7	12.8	14.6	2	Girder/ Multibeam	Conc. Cont.	1.58	1.1	1.04	14.0	73.7	\$ 3,000	\$ 3,095,400
20	PC	05	Lane	001	175.60	20 07871A	Row River Oflow, Hwy 1 NB	1961	HS20	15,950	22	61	9.1	10.6	2	Girder/ Multibeam	Conc. Cont.	1.14	1.25	1.05	14.0	67.1	\$ 3,000	\$ 2,818,200
21	PC	03	Marion	001	249.38	21 07524B	Hwy 1 SB over Hwy 1E NB (Commercial St SE)	1954	HS20	26,800	18	42.7	9.1	9.8	2	Girder/ Multibeam	Conc. Cont.	1.48	1.21	1.05	14.0	46.2	\$ 3,000	\$ 1,940,400
22	PC	08	Jackson	001	045.47	22 08383S	Hwy 1 SB over Hwy 60	1961	HS20	15,320	19	83.5	9.1	10.6	2	Girder/ Multibeam	Steel	1.44	1.24	1.06	14.0	91.3	\$ 3,000	\$ 3,834,600
23		09	Wasco	002	083.68	23 08766	Hwy 2 over Hwy 292 at MP 83.68	1964	HS20	16,900	21	49.4	26.2	27.1	5	Girder/ Multibeam	Conc. Cont.	1.15	0.86	0.78	26.0	53.9	\$ 3,000	\$ 4,204,200
24		08	Josephine	001	071.72	24 06493A	Grave Creek, Hwy 1 NB	1966	HS20	9,050	33	91.4	15.2	16.1	3	Girder/ Multibeam	P/S. Cont.	1.17	1.1	1	18.0	100.1	\$ 3,000	\$ 5,405,400
25		2C	Multnomah	002	028.09	25 06671	Hwy 2 Conn Rt over UPRR	1945	HS20	340	19	158.2	7.3	9.3	1	Box Bm/Grdr Multi	Conc. Cont.	1.05	1.14	1.01	10.0	173.8	\$ 3,000	\$ 5,214,000
26		08	Josephine	001	076.03	26 09339	Hwy 1 over S Wolf Creek Conn	1965	HS20	17,200	35	57.6	25.6	26.2	4	Girder/ Multibeam	P/S. Cont.	1.17	1.21	1.01	22.0	62.7	\$ 3,000	\$ 4,138,200
27		2C	Multnomah	002	040.14	27 02062A	Tanner Creek, Hwy 2 WB	1950	HS20	9,230	23	129.5	12.7	14.1	3	Tee Beam	Conc. Cont.	1.17	1.21	1.04	18.0	141.9	\$ 3,000	\$ 7,662,600

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	Footnotes	District	County	Highway	Milepoint	Bridge #	Name	Year	Design Load	ADT	Truck %	Length (m)	Rdwy Width (m)	Deck Width (m)	Lanes On	Bridge Design Type	Bridge Design Material	Type 3	Type 3S2	Type 3-3	Repl. Width (m)	Repl. Length (m)	Cost Factor (\$m)	Repl. Cost
28		08	Jackson	001	036.09	28 07777B	Hwy 1 NB over SPRR (Seven Oaks)	1962	HS20	15,910	17	114.9	12.8	13.6	2	Girder/ Multibeam	Conc. Cont.	1.46	1.24	1.06	14.0	125.4	\$ 3,000	\$ 5,266,800
29		2B	Multnomah	001	307.70	29 04516A	Hwy 1 over Jantzen Pedestrian Tunnel	1959	H 15	121,900	9	8.8	67.3	73.2	8	Slab	Concrete	1.21	1.09	1.2	38.0	8.8	\$ 3,000	\$ 1,003,200
30	PC	06	Douglas	001	099.53	30 08028N	Hwy 1 NB over Irwin Access Conn	1958	HS20	10,220	21	43.9	12.2	13.6	2	Girder/ Multibeam	Conc. Cont.				14.0	47.3	\$ 3,000	\$ 1,986,600
31	PC	06	Douglas	001	099.53	31 08028S	Hwy 1 SB over Irwin Access Conn	1958	HS20	12,240	21	43.9	12.2	13.6	2	Girder/ Multibeam	Conc. Cont.				14.0	47.3	\$ 3,000	\$ 1,986,600
32	PC	06	Douglas	001	131.47	32 07628	Sutherlin Creek & County Rd, Hwy 1 NB	1954	HS20	12,310	19	67.7	9.1	10.7	2	Girder/ Multibeam	Conc. Cont.				14.0	73.7	\$ 3,000	\$ 3,095,400
33	PC	06	Douglas	001	132.00	33 07629B	Hwy 1 NB over Wilbur-Umpqua Rd	1954	HS20	12,310	19	30.5	11.3	12.4	2	Girder/ Multibeam	Conc. Cont.				14.0	33.0	\$ 3,000	\$ 1,386,000
34	PC	06	Douglas	001	131.47	34 07628A	Sutherlin Creek & County Rd, Hwy 1 SB	1965	HS20	16,120	19	79.2	9.1	10.6	2	Girder/ Multibeam	Conc. Cont.				14.0	86.9	\$ 3,000	\$ 3,649,800
35	PC	06	Douglas	001	098.28	35 07364A	Hwy 1 & Conn over 5th St (Canyonville)	1951	HS20	18,300	31	27.4	24.7	26.2	4	Girder/ Multibeam	Conc. Cont.				22.0	29.7	\$ 3,000	\$ 1,960,200
36	PC	06	Douglas	001	154.54	36 07636A	Hwy 1 over Elkhead Rd	1953	HS20	18,900	33	30.5	26.6	27.4	4	Girder/ Multibeam	Conc. Cont.				22.0	33.0	\$ 3,000	\$ 2,178,000
37	PC	06	Douglas	001	098.51	37 07324	Hwy 1 over First St (Canyonville)	1951	HS20	19,500	35	27.4	27.1	28.7	5	Girder/ Multibeam	Conc. Cont.				26.0	29.7	\$ 3,000	\$ 2,316,600
38	PC	06	Douglas	001	101.33	38 08027A	Hwy 1 & Conn over Hwy 230 (Yocum Road)	1958	HS20	23,300	26	36.6	28.5	29.4	6	Girder/ Multibeam	Conc. Cont.				30.0	39.6	\$ 3,000	\$ 3,564,000
39	PC	08	Josephine	001	057.06	39 08339	Hwy 1 over Beacon Dr	1960	HS20	28,200	19	89.9	21.3	23	4	Box Bm/Grdr Multi	Conc. Cont.				22.0	97.9	\$ 3,000	\$ 6,461,400
40	PC	04	Linn	001	238.22	40 08133B	Hwy 1 SB over SPRR & Hwy 164	1958	HS20	28,200	22	136.6	13.1	14.2	3	Girder/ Multibeam	Conc. Cont.				18.0	149.6	\$ 3,000	\$ 8,078,400
41		06	Douglas	001	110.34	41 00234	Old Van Dine Creek, Hwy 1 Conn	1918	H 15	70	19	18.3	6.1	6.9	2	Slab	Conc. Cont.				14.0	19.8	\$ 3,000	\$ 831,600
42		14	Baker	006	340.59	42 01786	Burnt River, Hwy 6 Conn #3 (Dixie)	1934	H 15	175	30	33.8	7.3	7.9	1	Girder/ Multibeam	Steel				10.0	36.3	\$ 3,000	\$ 1,089,000
43		2C	Multnomah	002	041.57	43 02063A	Eagle Creek, Hwy 2 Service Rd Rt	1914	H 15	1,000	22	29	6.1	7.4	1	Deck Arch	Concrete				10.0	31.9	\$ 3,000	\$ 957,000
44		12	Umatilla	006	188.43	44 05209B	Umatilla River & UPRR & USRS Canal, Hwy 6 EB	1942	H 15	7,000	32	140.2	12.2	13.3	2	Tee Beam	Conc. Cont.				14.0	154.0	\$ 3,000	\$ 6,468,000
45		13	Baker	006	313.65	45 08302E	Hwy 6 EB over Conn & UPRR (Encina Intchg)	1964	H 20	3,600	44	85	12.5	13.7	2	Girder/ Multibeam	Steel				14.0	93.5	\$ 3,000	\$ 3,927,000
46		13	Baker	006	313.65	46 08302W	Hwy 6 WB over Conn & UPRR (Encina Intchg)	1964	H 20	3,650	44	87.5	12.5	13.7	2	Girder/ Multibeam	Steel				14.0	95.7	\$ 3,000	\$ 4,019,400
47		13	Baker	006	321.23	47 08941E	Alder Creek & Conn & UPRR, Hwy 6 EB (Hill Creek Intchg)	1964	H 20	3,800	28	113.1	9.2	10.6	2	Girder/ Multibeam	P/S. Cont.				14.0	124.3	\$ 3,000	\$ 5,220,600
48		13	Baker	006	321.24	48 08941W	Alder Creek & Conn & UPRR, Hwy 6 WB (Hill Creek Intchg)	1964	H 20	3,800	28	111.3	9.2	10.6	2	Girder/ Multibeam	P/S. Cont.				14.0	122.1	\$ 3,000	\$ 5,128,200
49		12	Umatilla	006	237.95	49 08498W	Hwy 6 WB over Frtg Rd & UPRR (OWR NRR) (Meacham)	1961	H 20	4,350	27	130.8	13.3	14.4	2	Girder/ Multibeam	P/S. Cont.				14.0	143.0	\$ 3,000	\$ 6,006,000
50		12	Umatilla	006	237.95	50 08498E	Hwy 6 EB over Frtg Rd & UPRR (OWR NRR) (Meacham)	1961	H 20	4,650	27	130.5	13.3	14.5	2	Girder/ Multibeam	P/S. Cont.				14.0	143.0	\$ 3,000	\$ 6,006,000
51		12	Morrow	006	167.95	51 08931W	Hwy 6 WB over Irigon Junction Intchg Conn	1962	H 20	5,600	32	66.1	15.2	16	3	Tee Beam	Conc. Cont.				18.0	72.6	\$ 3,000	\$ 3,920,400
52		14	Malheur	006	375.80	52 08397E	Hwy 6 EB over UPRR (Ore-Ida)	1960	H 20	6,000	31	54.6	13.5	14.4	2	Girder/ Multibeam	Conc. Cont.				14.0	59.4	\$ 3,000	\$ 2,494,800
53		14	Malheur	006	375.80	53 08397W	Hwy 6 WB over UPRR (Ore-Ida)	1960	H 20	6,000	31	54.6	13.5	14.3	2	Girder/ Multibeam	Conc. Cont.				14.0	59.4	\$ 3,000	\$ 2,494,800
54		2B	Multnomah	002	000.02	54 H8588A	Hwy 2 WB Conn over City Streets	1963	H 20	15,500	5	195.4	6.4	7.9	1	Girder/ Multibeam	Steel				10.0	214.5	\$ 3,000	\$ 6,435,000
55		08	Jackson	001	029.84	55 08851	Hwy 1 over McAndrews Rd	1961	H 20	35,300	15	50	25.4	26.2	4	Girder/ Multibeam	P/S. Cont.				22.0	55.0	\$ 3,000	\$ 3,630,000

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		District	County	Highway	Milepoint	Bridge #	Name	Year	Design Load	ADT	Truck %	Length (m)	Rdwy Width (m)	Deck Width (m)	Lanes On	Bridge Design Type	Bridge Design Material	Type 3	Type 3S2	Type 3-3	Repl. Width (m)	Repl. Length (m)	Cost Factor (\$m)	Repl. Cost
56		08	Jackson	001	021.21	56 08681	Valley View Rd Conn #2 over Hwy 1	1962	HS20	300	10	109.1	9.1	10.5	2	Box Bm/Grdr Multi	Conc. Cont.				14.0	119.9	\$ 3,000	\$ 5,035,800
57		04	Linn	001	221.13	57 08233N	Sodom Ditch, Hwy 1 NB	1958	HS20	17,700	22	96.6	12.8	13.6	2	Slab	Conc. Cont.				14.0	105.6	\$ 3,000	\$ 4,435,200
58		04	Linn	001	221.13	58 08233S	Sodom Ditch, Hwy 1 SB	1958	HS20	17,700	22	96.6	12.8	13.6	2	Slab	Conc. Cont.				14.0	105.6	\$ 3,000	\$ 4,435,200
59		2B	Multnomah	001	301.50	59 08589A	Hwy 1 SB Conn #2 to SE Belmont St over Hwy 1 (Morrison Int)	1963	HS20	18,070	16	410.6	6.7	8.2	1	Girder/ Multibeam	Steel				10.0	451.0	\$ 3,000	\$ 13,530,000
60	VC	03	Yamhill	039	051.57	60 08003	Yamhill River, Hwy 39	1957	HS20	11,100	7	191.7	9.1	11.3	2	Girder/ Multibeam	Steel Cont.				14.0	210.1	\$ 3,000	\$ 8,824,200
61	VC	05	Lane	018	002.46	61 05286	Coast Fork Willamette River, Hwy 18	1950	HS20	11,200	33	133.5	9.1	10.1	2	Thru Truss	Steel				14.0	146.3	\$ 3,000	\$ 6,144,600
62	PC	03	Yamhill	039	046.75	62 06758	South Yamhill River, Hwy 39 McMinnville Spur	1951	HS15	13,300	7	305.4	7.9	10.8	2	Girder&Floorbeam	Steel	1.51	1	1.58	14.0	335.5	\$ 3,000	\$ 14,091,000
63	PC	05	Lane	018	008.08	63 07110	Hwy 18 over SPRR (Pleasant Hill)	1949	H 15	7,100	33	113.4	9.1	10.9	2	Girder/ Multibeam	Conc. Cont.	1.58	1.14	1.05	14.0	124.3	\$ 3,000	\$ 5,220,600
64		14	Malheur	007	185.81	64 02179A	Chimney Creek (Kingsbury Gulch), Hwy 7 at MP 185.81	1936	H 15	1,500	32	23.8	11.1	12.8	2	Girder/ Multibeam	Conc. Cont.	1.15	1.12	0.94	14.0	25.3	\$ 3,000	\$ 1,062,600
65		06	Douglas	045	047.50	65 01424	Hardscrabble Creek, Hwy 45	1929	H 15	2,900	12	26.8	7.3	8.3	2	Girder/ Multibeam	Conc. Cont.	1.22	1.27	0.97	14.0	28.6	\$ 3,000	\$ 1,201,200
66		04	Polk	039	018.78	66 04573	Rogue River, Hwy 39	1942	H 15	8,400	7	23.2	7.9	10.7	2	Girder/ Multibeam	Conc. Cont.	1.9	1	1.51	14.0	25.3	\$ 3,000	\$ 1,082,600
67		03	Yamhill	039	044.06	67 08950	Hwy 39 EB Conn to Hwy 1W over Hwy 39 WB	1964	HS20	9,300	6	84.7	6.7	8.2	2	Box Bm/Grdr Multi	Conc. Cont.	1.29	1	1.56	14.0	92.4	\$ 3,000	\$ 3,880,800
68		2A	Washington	047	050.22	68 02362A	W Fork Dairy Creek, Hwy 47 at MP 50.22	1941	H 15	9,600	4	27.4	12.2	13.1	2	Tee Beam	Conc. Cont.	1.34	1.07	1	14.0	29.7	\$ 3,000	\$ 1,247,400
69		2A	Washington	047	046.30	69 02673	W Fork Dairy Creek, Hwy 47 at MP 46.30	1940	H 15	10,500	4	27.1	13.5	14.3	2	Girder/ Multibeam	Timber	1.26	1	1.34	14.0	29.7	\$ 3,000	\$ 1,247,400
70		2A	Washington	047	057.85	70 02365	McKay Creek, Hwy 47 WB	1948	HS20	12,901	4	32	10.7	11.6	2	Girder/ Multibeam	Timber	1.27	1	1.36	14.0	35.2	\$ 3,000	\$ 1,478,400
71		06	Douglas	045	039.64	71 01465	Elk Creek, Hwy 45 at MP 39.64	1932	H 15	3,200	25	103.6	7.3	9.9	2	Deck Truss	Steel	1.14	1.02	1.16	14.0	113.3	\$ 3,000	\$ 4,758,600
72		2A	Washington	047	055.73	72 02367	Hwy 47 WB over SPRR (Vadis)	1946	HS20	9,000	4	110	9.1	11.9	2	Tee Beam	Conc. Cont.	1.41	1.24	1.03	14.0	121.0	\$ 3,000	\$ 5,082,000
73		2A	Washington	047	049.47	73 02363	Hwy 47 over Hwy 102 & SPRR (Davies)	1941	H 15	9,600	4	157.6	7.9	10.5	2	Tee Beam	Conc. Cont.	1.34	1.25	1.04	14.0	172.7	\$ 3,000	\$ 7,253,400
74	PC	07	Coos	035	005.34	74 03173A	Beaver Creek, Hwy 35 EB	1949	H 15	4,400	14	224	7.9	10.1	2	Girder/ Multibeam	Conc. Cont.				14.0	246.4	\$ 3,000	\$ 10,348,800
75	PC	06	Douglas	035	067.61	75 00587C	Olalla Creek, Hwy 35 (Upper Lookingglass)	1949	H 15	5,800	20	55.5	13.4	14.3	2	Girder/ Multibeam	Conc. Cont.				14.0	60.5	\$ 3,000	\$ 2,541,000
76	PC	07	Coos	035	004.14	76 03172A	Hwy 35 over SPRR	1949	H 15	8,700	20	54.3	17.7	19.2	4	Girder/ Multibeam	Conc. Cont.				22.0	59.4	\$ 3,000	\$ 3,920,400
77	PC	05	Lane	227	006.71	77 09066W	Hwy 227 WB over 28th St (Springfield) & SPRR	1985	H 20	20,600	6	76.2	9.1	10.7	2	Girder/ Multibeam	P/S. Cont.				14.0	83.6	\$ 3,000	\$ 3,511,200
78	PC	06	Douglas	045	013.24	78 01688A	Mill Creek, Hwy 45	1952	HS15	2,900	25	61.3	7.9	9.4	2	Girder/ Multibeam	Conc. Cont.				14.0	67.1	\$ 3,000	\$ 2,818,200
79	PC	06	Douglas	035	053.17	79 00559B	Middle Fork Coquille River, Hwy 35 at MP 53.17	1948	HS15	3,500	20	43	12.2	13.3	2	Girder/ Multibeam	Conc. Cont.				14.0	47.3	\$ 3,000	\$ 1,986,600
80	PC	06	Douglas	035	063.97	80 00588C	Tenmile Creek, Hwy 35	1949	HS15	4,900	20	43.3	7.9	9.7	2	Girder/ Multibeam	Conc. Cont.				14.0	47.3	\$ 3,000	\$ 1,986,600
81	PC	05	Lane	018	030.76	81 03994A	Deception Creek, Hwy 18	1953	HS15	5,300	33	28.7	9.1	10.6	2	Girder/ Multibeam	Conc. Cont.				14.0	30.8	\$ 3,000	\$ 1,293,600
82	PC	06	Douglas	035	072.52	82 00805C	Lower Looking Glass Creek, Hwy 35	1949	HS15	6,000	20	55.5	7.9	9.4	2	Girder/ Multibeam	Conc. Cont.				14.0	60.5	\$ 3,000	\$ 2,541,000
83	PC	05	Lane	018	002.71	83 05287B	Willamette River Relief Opening, Hwy 18	1957	HS20	11,300	33	32	15.8	16.9	3	Girder/ Multibeam	Concrete				18.0	35.2	\$ 3,000	\$ 1,900,800

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84	PC	04	Lincoln	033	005.36	84 07534	Little Beaver Creek, Hwy 33	1953	HS20	12,600	15	22.9	7.9	9.3	2	Tee Beam	Conc. Cont.				14.0	24.2	\$ 3,000	\$ 1,016,400
85	PC	04	Lincoln	033	004.19	85 07532	Beaver Creek, Hwy 33 at MP 4.19	1953	HS20	12,900	15	22.9	9.1	9.7	2	Girder/ Multibeam	Concrete				14.0	24.2	\$ 3,000	\$ 1,016,400
86	PC	06	Douglas	035	076.65	86 07806	Hwy 35 over Hwy 1	1955	HS20	17,100	8	56.7	9.1	10.6	2	Girder/ Multibeam	Conc. Cont.				14.0	61.6	\$ 3,000	\$ 2,587,200
87		06	Douglas	045	036.39	87 01614	Elk Creek, Hwy 45 at MP 36.39	1931	H 15	2,100	25	121.9	7.3	9.9	2	Deck Truss	Steel				14.0	133.1	\$ 3,000	\$ 5,590,200
88		11	Klamath	018	073.40	88 01825	Crescent Creek, Hwy 18	1933	H 15	2,800	39	25.6	12	13.4	2	Girder/ Multibeam	Steel				14.0	27.5	\$ 3,000	\$ 1,155,000
89		06	Douglas	045	016.43	89 01318	Umpqua River, Hwy 45 (Scottsburg)	1929	H 15	2,900	25	256.9	7.3	7.7	2	Thru Truss	Steel Cont.				14.0	281.6	\$ 3,000	\$ 11,827,200
90		06	Douglas	045	039.97	90 01406	Elk Creek, Hwy 45 at MP 39.97	1931	H 15	3,200	25	73.2	7.3	9.9	2	Deck Truss	Steel				14.0	80.3	\$ 3,000	\$ 3,372,600
91		05	Klamath	018	067.95	91 01826	Odell Creek, Hwy 18	1933	H 15	3,600	33	29.9	12	13.4	2	Girder/ Multibeam	Steel				14.0	31.9	\$ 3,000	\$ 1,339,800
92		05	Lane	018	055.98	92 07188	Half Viaduct, Hwy 18 at MP 55.98	1939	H 15	3,700	33	69.2	4.9	5.5	2	Girder/ Multibeam	Conc. Cont.				14.0	75.9	\$ 3,000	\$ 3,187,800
93		05	Lane	018	056.23	93 07185	Half Viaduct, Hwy 18 at MP 56.23	1939	H 15	3,700	33	76.8	4.9	5.5	2	Girder/ Multibeam	Conc. Cont.				14.0	83.6	\$ 3,000	\$ 3,511,200
94		05	Lane	018	056.29	94 07186	Half Viaduct, Hwy 18 at MP 56.29	1939	H 15	3,700	33	38.4	4.9	5.5	2	Girder/ Multibeam	Conc. Cont.				14.0	41.8	\$ 3,000	\$ 1,755,600
95		05	Lane	018	056.32	95 07187	Half Viaduct, Hwy 18 at MP 56.32	1939	H 15	3,700	33	53.6	4.9	5.5	2	Girder/ Multibeam	Conc. Cont.				14.0	58.3	\$ 3,000	\$ 2,448,600
96		04	Lincoln	033	023.38	96 00683	Yaquina River, Hwy 33	1923	H 15	4,000	15	40.2	7.9	8.2	2	Thru Truss	Steel				14.0	44.0	\$ 3,000	\$ 1,848,000
97		01	Clatsop	047	004.40	97 02601	Necanicum River, Hwy 47 at MP 4.40 (Black)	1939	H 15	5,700	6	54.9	7.9	10.5	2	Girder/ Multibeam	Conc. Cont.				14.0	59.4	\$ 3,000	\$ 2,494,800
98		01	Clatsop	047	007.07	98 06524	N Fork Necanicum River, Hwy 47 at MP 7.07	1942	H 15	5,700	6	30.5	10.5	11	2	Girder&Floorbeam	Conc. Cont.				14.0	33.0	\$ 3,000	\$ 1,386,000
99		01	Clatsop	047	002.24	99 03091A	Volmer Creek, Hwy 47	1942	H 15	6,000	6	6.1	11.8	13.1	2	Girder/ Multibeam	Timber				14.0	6.6	\$ 3,000	\$ 277,200
100		2A	Columbia	047	034.93	100 02027A	N Fork Wolf Creek, Hwy 47	1938	H 15	6,100	4	27.4	18.3	19	4	Tee Beam	Conc. Cont.				22.0	29.7	\$ 3,000	\$ 1,960,200
101		2A	Washington	047	037.38	101 02029	Wolf Creek, Hwy 47	1938	H 15	6,100	4	39.6	13.4	14.2	2	Tee Beam	Conc. Cont.				14.0	42.9	\$ 3,000	\$ 1,801,800
102		2A	Clatsop	047	024.23	102 02164	N Fork Quartz Creek, Hwy 47	1939	H 15	6,300	4	254.5	7.9	10.7	2	Girder/ Multibeam	Steel Cont.				14.0	279.4	\$ 3,000	\$ 11,734,800
103		2A	Clatsop	047	024.47	103 02166	S Fork Quartz Creek, Hwy 47 at MP 24.47	1938	H 15	6,300	4	8.2	10.5	10.5	2	Tee Beam	Concrete				14.0	8.8	\$ 3,000	\$ 369,600
104		2A	Washington	047	037.88	104 02364A	Nehalem River, Hwy 47	1940	H 15	6,400	4	55.5	18.9	19.6	4	Tee Beam	Conc. Cont.				22.0	60.5	\$ 3,000	\$ 3,993,000
105		01	Clatsop	047	016.28	105 01831	West Humbug Creek, Hwy 47	1934	H 15	6,400	6	18	7.3	10.9	2	Girder/ Multibeam	Timber				14.0	19.8	\$ 3,000	\$ 831,600
106		01	Clatsop	047	017.37	106 01832	E Fork Humbug Creek, Hwy 47	1934	H 15	6,400	6	24.1	7.3	10.9	2	Girder/ Multibeam	Timber				14.0	26.4	\$ 3,000	\$ 1,108,800
107		01	Clatsop	047	021.73	107 02165	Nehalem River & Hwy 103, Hwy 47	1939	H 15	6,500	6	188.1	7.9	10.9	2	Deck Arch	Concrete				14.0	206.8	\$ 3,000	\$ 8,685,600
108		2A	Washington	047	045.31	108 02672	W Fork Dairy Creek, Hwy 47 at MP 45.31	1940	H 15	6,700	4	32	16.2	16.9	2	Girder/ Multibeam	Timber				14.0	35.2	\$ 3,000	\$ 1,478,400
109		04	Lincoln	039	003.96	109 04190	Bear Creek, Hwy 39	1930	H 15	8,800	7	29.9	11.8	13	2	Girder/ Multibeam	Concrete				14.0	31.9	\$ 3,000	\$ 1,339,800
110		04	Lincoln	039	005.34	110 01211A	Slick Rock Creek, Hwy 39	1930	H 15	9,400	7	55.5	9.8	14.1	2	Girder/ Multibeam	Concrete				14.0	60.5	\$ 3,000	\$ 2,541,000
111		04	Lincoln	039	006.23	111 04192	Salmon River, Hwy 39	1930	H 15	9,400	7	46.3	6.7	8.2	2	Deck Arch	Concrete				14.0	50.8	\$ 3,000	\$ 2,125,200

State Bridge
HB 2142
Prioritized Unconstrained Candidate list

Date Updated: 9/7/2001.

Date Printed: 10/25/2001.

	Bridge Identification							Bridge Characteristics										Live Load Types			Replacement Costs			
	Footnotes	District	County	Highway	Milepoint	Bridge #	Name	Year	Design Load	ADT	Truck %	Length (m)	Rdwy Width (m)	Deck Width (m)	Lanes On	Bridge Design Type	Bridge Design Material	Type 3	Type 3S2	Type 3-3	Repl. Width (m)	Repl. Length (m)	Cost Factor (\$m)	Repl. Cost
112		06	Douglas	035	074.47	112 01923	South Umpqua River, Hwy 35 EB (Winston)	1934	H 15	10,000	8	168.9	7.3	7.9	2	Thru Arch	Steel				14.0	184.8	\$ 3,000	\$ 7,761,800
113		2C	Clackamas	171	013.90	113 02082A	Deep Creek, Hwy 171	1948	H 15	10,700	1	50.6	7.9	9.4	2	Tee Beam	Conc. Cont.				14.0	55.0	\$ 3,000	\$ 2,310,000
114		04	Polk	039	021.55	114 01612A	South Yamhill River, Hwy 39 at MP 21.55	1931	H 15	12,200	7	37.2	12.2	13.3	2	Girder/ Multibeam	Conc. Cont.				14.0	40.7	\$ 3,000	\$ 1,709,400
115		2B	Clackamas	171	008.13	115 01439A	Rock Creek, Hwy 171 WB	1948	H 15	14,100	15	55.5	7	7.6	2	Tee Beam	Conc. Cont.				14.0	60.5	\$ 3,000	\$ 2,541,000
116		03	Yamhill	039	036.06	116 03114	Deer Creek, Hwy 39	1941	H 15	14,500	7	45.7	7.9	10.7	2	Girder/ Multibeam	Conc. Cont.				14.0	49.5	\$ 3,000	\$ 2,079,000
117		07	Coos	009	234.76	117 01950	Hwy 9 over SPRR (North Bend)	1935	H 15	15,600	14	49.1	14.6	19.1	2	Girder/ Multibeam	Conc. Cont.				14.0	53.9	\$ 3,000	\$ 2,263,800
118		2A	Washington	047	054.55	118 02366	E Fork Dairy Creek, Hwy 47 WB	1941	H 15	18,300	4	30.5	12.8	13.6	2	Tee Beam	Conc. Cont.				14.0	33.0	\$ 3,000	\$ 1,386,000
119		2C	Clackamas	171	049.96	119 05269	Clackamas R, Hwy 171 at MP 49.96 (Oakgrove Fk, Ripple Brook)	1958	H 20	1,000	1	27.7	7.9	9.4	2	Tee Beam	Conc. Cont.				14.0	29.7	\$ 3,000	\$ 1,247,400
120		14	Malheur	007	191.97	120 08409	Malheur River, Hwy 7 (Horseshoe Bend)	1960	H 20	1,800	32	114	9.2	10.6	2	Girder/ Multibeam	Steel				14.0	125.4	\$ 3,000	\$ 5,266,800
121		2A	Washington	144	006.69	121 09565	SW 72nd Ave over Hwy 144	1967	H 20	12,000	10	88.4	9.8	15.3	2	Girder/ Multibeam	Steel				14.0	96.8	\$ 3,000	\$ 4,065,600
122		2A	Multnomah	061	001.02	122 09158	SW 6th Ave Conn #3 over Hwy 61	1964	H 20	17,400	6	81.4	12.2	15.4	3	Box Bm/Grdr Multi	Conc. Cont.				18.0	89.1	\$ 3,000	\$ 4,811,400
123		05	Lane	227	006.71	123 09066E	Hwy 227 EB over 28th St (Springfield) & SPRR	1965	H 20	20,600	6	74.4	9.1	10.7	2	Girder/ Multibeam	P/S. Cont.				14.0	81.4	\$ 3,000	\$ 3,418,800
124		05	Lane	227	005.00	124 09208	Hwy 227 over 5th St (Springfield)	1964	H 20	52,100	6	46.3	22.8	22.8	4	Girder/ Multibeam	P/S. Cont.				22.0	50.6	\$ 3,000	\$ 3,339,600
125		2A	Washington	144	002.07	125 09045	Hwy 144 over SPRR	1968	H 20	112,000	4	103.3	28	29.1	4	Girder/ Multibeam	P/S. Cont.				22.0	113.3	\$ 3,000	\$ 7,477,800
126		05	Lane	018	001.96	126 05285A	Coast Fork Willamette River Relief Opening, Hwy 18	1955	HS20	11,600	33	37.8	11	12.3	2	Girder/ Multibeam	Concrete				14.0	40.7	\$ 3,000	\$ 1,709,400
127	Dr STIP, PC	06	Douglas	001	112.57	127 07841A	S Umpqua R & COPRR + Round Prairie Rd, Hwy 1 SB (Booth Ranch)	1965	HS20+	15,180	21	269.4	9.1	11	2	Deck Truss	Steel	0	0	0	14.0	295.9	\$ 3,000	\$ 12,427,800
128	Dr STIP	08	Jackson	001	017.29	128 08738S	Hwy 1 SB over Eagle Mill Rd	1962	HS20	16,000	17	80.8	12	12.6	2	Girder/ Multibeam	Conc. Cont.	1.21	0.99	0.88	14.0	88.0	\$ 3,000	\$ 3,696,000
129	Dr STIP	08	Jackson	001	013.29	129 08748N	Hwy 1 NB over Crowson Rd	1963	HS20	11,501	13	50.3	12.1	12.7	2	Girder/ Multibeam	P/S. Cont.	1.13	1.12	1.01	14.0	55.0	\$ 3,000	\$ 2,310,000
130	Dr STIP, PC	05	Lane	001	178.64	130 07758	Coast Fork Relief Opening, Hwy 1 NB	1958	HS20	15,950	22	34.7	9.1	10.6	2	Girder/ Multibeam	Conc. Cont.	1.21	1.23	1.02	14.0	37.4	\$ 3,000	\$ 1,570,800
131	Dr STIP, PC	06	Douglas	001	120.57	131 07713A	S Umpqua River & COPRR, Hwy 1 SB (Shady)	1964	HS20	20,590	13	297.5	9.1	10.7	2	Deck Truss	Steel	1.43	1.04	1.02	14.0	326.7	\$ 3,000	\$ 13,721,400
132	Dr STIP	14	Malheur	007	185.62	132 02180A	Chimney Creek (Kingsbury Gulch), Hwy 7 at MP 185.62	1936	H 15	1,500	32	6.7	10.1	11.7	2	Girder/ Multibeam	Concrete				14.0	6.6	\$ 3,000	\$ 277,200
133	Dr STIP	06	Douglas	045	038.76	133 01601	Elk Creek, Hwy 45 at MP 38.76	1932	H 15	3,200	25	88.4	7.3	8.4	2	Girder/ Multibeam	Conc. Cont.				14.0	96.8	\$ 3,000	\$ 4,065,600
134	Dr STIP	13	Union	006	253.42	134 08504	Five Point Creek, Hwy 6	1960	H 20	10,100	44	34.4	23.2	24.7	4	Slab	Conc. Cont.				22.0	37.4	\$ 3,000	\$ 2,468,400
135	Dr STIP	03	Polk	039	023.77	135 00745	South Yamhill River, Hwy 39 at MP 23.77	1946	HS15	17,900	7	82.9	7.9	10.7	2	Girder/ Multibeam	Conc. Cont.				14.0	90.2	\$ 3,000	\$ 3,788,400
136	a, Dr STIP, PC	13	Union	006	258.89	136 08429E	Grande Ronde River, Hwy 6 EB (Quarry)	1960	HS20	4,500	40	128.3	9.1	10.4	2	Box Bm/Grdr Multi	Conc. Cont.				14.0	140.8	\$ 3,000	\$ 5,913,600
137	a, Dr STIP, PC	13	Union	006	258.89	137 08429W	Grande Ronde River, Hwy 6 WB (Quarry)	1960	HS20	4,500	40	114.6	9.3	9.9	2	Box Bm/Grdr Multi	Conc. Cont.				14.0	125.4	\$ 3,000	\$ 5,266,800
138	Dr STIP, PC	03	Yamhill	039	033.64	138 08063	South Yamhill River, Hwy 39 at MP 33.64	1958	HS20	8,500	7	133.8	9.1	10.6	2	Box Bm/Grdr Multi	Conc. Cont.				14.0	146.3	\$ 3,000	\$ 6,144,600

State Bridge
HB 2142
Prioritized Unconstrained Candidate list

Date Updated: 9/7/2001 .

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Footnotes	Bridge Identification							Bridge Characteristics				Length (m)	Rdwy Width (m)	Deck Width (m)	Lanes On	Bridge Design Type	Bridge Design Material	Live Load Types			Replacement Costs			
	District	County	Highway	Milepoint		Bridge #	Name	Year	Design Load	ADT	Truck %							Type 3	Type 3S2	Type 3-3	Repl. Width (m)	Repl. Length (m)	Cost Factor (\$m)	Repl. Cost
	a- Projects on the Interstate system that have required emergency or urgent repairs in the past 12 months.												R3-X Region 3 priority											
	b- Projects that were added ,after the original list was developed, due to change in structural condition.												VC- verified cracks in bridge											
	c- Projects that appear to lend themselves to Design-Build contracting												PC- potential cracks in bridge											

RANKED BY TRS + Leverage		AS PER RESULTS OF LOAC MEETING OCTOBER 12, 2001										TOTAL		BOND \$		ACCUM		ACCUM		NOTES		Project Name		Region	
Count	Note	Owner	Bridge Number	TRS Rank	TRS Score	Suff PTS	Suff Rating	Suff Status	PTS	Co	ADT	PTS	Per Cent	Dollars	Score includes Lever PTS	Needed after Cost-leverage	Bond Dollars	Accum Leverage Dollars	Accum Leverage Dollars						
1	Big Br	Multnomah County	06757														7,000,000	7,000,000		Savings of \$6.5 million, traffic disruption 1 year shorter	Broadway Bridge Rehabilitation, Phase 7		1		
RECOMMENDED PORTION FOR LOCAL BRIDGE PART OF HB2142 PROGRAM																									
2		Umatilla County	59C727	10	59.9	49.9	37.6	StrDef	0.0	1,052,847	268	10.0	15.5	73.9	88.9%	936,224	133.8	116,623	7,116,623	936,224	BIA funding for construction est. at \$936,224	Umatilla River (Bingham Rd.)		5	
3		Umatilla County	59C728	11	56.9	46.9	41.4	StrDef	0.0	1,052,596	268	10.0	17.1	73.9	88.9%	935,996	130.8	116,600	7,233,223	1,872,220	BIA funding for construction est. at \$935,996	Meacham Creek (Bingham Rd.)		5	
4		City - Eagle Point	07001	15	56.9	46.9	41.4	StrDef	0.0	2,500,000	3,900	10.0	11.0	30.0	12.0%	300,000	86.1	2,200,000	9,433,223	2,172,220	City of Eagle Point will supply \$300,000 match	Little Butte Creek Bridge		5	
5		Umatilla County	11805	3	61.0	71.0	11.3	StrDef	0.0	389,201	131	10.0	11.4	25.0	0.0%	38,824	83.5	349,416	9,782,639	2,211,044	Partial private funding participation by surrounding property owners; Combined with R 12267, 50% match for this 2 bridge project	Wallowa Creek (Rex Brown Road)		2	
6		Linn County	43C36	2	81.4	71.4	10.7	StrDef	0.0	185,410	50	10.0	3.3	0.0	0.0%	0	81.4	185,410	9,968,044	2,211,044	One Horse Slough	Oak Creek (53rd Avenue) Bridges		2	
7		City - Albany	12267	64	42.6	42.6	46.7	StrDef	0.0	1,499,610	420	0.0	49.0	35.0	50.0%	749,805	77.6	749,805	10,717,854	2,960,849	Combined with R 12267, 50% match for this 2 bridge project	Oak Creek (53rd Avenue) Bridges		2	
8		City - Albany	12268	66	41.7	41.7	47.9	StrDef	0.0	1,499,610	420	0.0	49.0	35.0	50.0%	749,805	76.7	749,805	11,467,659	3,710,654	Combined with R 12267, 50% match for this 2 bridge project	Oak Creek (53rd Avenue) Bridges		2	
9		Benton County	14185	7	67.1	62.1	22.4	StrDef	0.0	576,000	370	5.0	25.3	8.3	23.3%	134,000	75.4	442,000	11,908,659	3,844,654	Engineering, Project Management and Project Construction Support	Flat Creek (Old River Road)		2	
10		City - Seaside	07C10	45	47.1	34.4	57.0	FunObs	7.7	1,322,745	4,600	5.0	29.4	26.6	41.6%	550,000	73.7	772,745	12,682,404	4,394,654	Match of \$550,000 max. or that proportion to the cost est. of act cost	Broadway Bridge - Neawanna River		2	
11		Jackson County	29C218	5	71.1	63.7	20.4	FunObs	2.9	684,200	724	5.0	28.6	25.5	10.0%	68,420	73.6	615,780	13,298,184	4,463,074	10% Local Match	Foots Cr. Bridge (Right Fork Foots Cr. Rd.)		3	
12		City - Portland	25B34	4	72.1	56.0	30.0	StrDef	6.1	258,316	530	10.0	9.0	0.0	0.0%	0	72.1	258,316	13,556,500	4,463,074	None	Broadway Bridge - Neawanna River		2	
13		City - Albany	43C12	6	68.8	50.3	37.1	StrDef	8.5	464,930	2,520	10.0	14.7	0.0	0.0%	0	68.8	464,930	14,021,430	4,463,074	None checked	Foots Cr. Bridge (Right Fork Foots Cr. Rd.)		3	
14		Malheur County	45C220	8	64.7	48.8	39.0	StrDef	5.9	405,853	800	5.0	16.3	23.3	0.0%	36,600	67.0	369,253	14,390,683	4,499,674	County will provide road approach work estimated at \$34,700</				

Count	Note	Owner	Bridge Number	TRR Rank	TRR Score	Suff PTS	Suff Rating	Suff Status	OTIA PTS	OTIA Cost	ADT	OTIA	OTIA	FVFRAP			Total Score Includes Lever PTS	Bond \$ Needed after Cost-leverage	Accum Bond Dollars	Accum Leverage Dollars	NOTES	Project Name	Region
														PTS	Per Cent	Dollars							
83		Washington County	671233	85	33.2	25.7	67.9	FunObs	7.5	2,209,650	6,971	0.0	40.8	4.3	17.3%	381,750	37.5	1,827,900	72,311,789	10,561,461	Co. fund 100% PE & ROW = to 17.5% of project costs	Tualatin River Bridge (Minter Bridge Road)	1
84		Jackson County	29C195	84	34.0	29.0	63.8	FunObs	0.0	238,700	105	5.0	26.9	2.5	10.0%	23,870	36.5	214,830	72,526,619	10,585,331	10% Local Match	Antelope Creek Bridge (East Antelope Road)	3
85		City - Klamath Falls	01254A	78	36.4	25.1	68.6	NotDef	6.3	1,233,886	2,640	5.0	22.9	0.0	0.0%	0	36.4	1,233,886	73,760,506	10,585,331	No matching funds at this time	Link River Br (Lakeshore Drive)	4
86		City - Portland	25B18	81	35.8	30.8	61.5	NotDef	0.0	986,206	525	5.0	22.9	0.0	0.0%	0	35.8	986,206	74,746,713	10,585,331	None	NW Maywood Drive Semi-Viaduct	1
87		Morrow County	10891	97	26.8	21.8	72.7	NotDef	0.0	531,448	75	5.0	25.3	8.8	23.8%	126,700	35.6	404,748	75,151,461	10,712,031	County will provide road approach work; fund PE estimated at \$126,700	Rhea Creek - Snyder (Rhea Creek Road)	5
88		City - Bend	17C38	82	35.1	26.6	66.8	NotDef	8.5	927,520	4,978	0.0	75.1	0.0	0.0%	0	35.1	927,520	76,078,981	10,712,031	The City anticipates that funding would be available to match	American Lane Bridge	4
89		City - Portland	25T08	83	34.1	25.4	68.2	FunObs	3.7	1,563,638	1,990	5.0	34.3	0.0	0.0%	0	34.1	1,563,638	77,642,619	10,712,031	None	NE 21st Ave over Columbia Slough	1
90		City - Portland	51C20	86	32.6	22.3	72.1	NotDef	5.3	1,126,958	1,920	5.0	30.2	0.0	0.0%	0	32.6	1,126,958	78,769,577	10,712,031	None	Johnson Creek (SE 122nd Ave)	1
91		Morrow County	10995	104	21.5	16.5	79.4	NotDef	0.0	453,717	30	0.0	23.7	10.5	25.5%	115,600	32.0	338,117	79,107,694	10,827,631	County will provide road approach work; fund PE estimated at \$115,600	Rhea Creek - Keene (Rhea Creek Road)	5
92		City - Independence	53B003	93	27.2	26.1	67.4	StrDef	1.1	555,750	500	0.0	41.6	4.7	18.9%	105,000	31.9	450,750	79,558,444	10,932,631	City can provide \$60,000 plus surveying and admin. of grant and constr	F Street, South Fork Ash Creek Bridge Repl.	2
93		Umatilla County	59C675	89	29.0	29.0	63.8	NotDef	0.0	355,644	65	0.0	55.5	1.5	6.0%	21,345	30.5	334,299	79,892,743	10,953,976	County will provide road approach work estimated at \$21,345	S. Fork Cold Sprg Canyon (Bissinger Rd.)	5
94		Jackson County	29C243	94	27.2	22.2	72.2	FunObs	0.0	506,100	158	5.0	23.7	2.5	10.0%	50,610	29.7	455,490	80,348,233	11,004,586	10% Local Match	Meyer Creek Bridge (Meyer Creek Road)	3
95		City - Portland	25B33	88	29.3	19.4	75.8	FunObs	9.9	273,754	22,700	0.0	45.7	0.0	0.0%	0	29.3	273,754	80,621,987	11,004,586	None	NE Glisan St	1
96		Union County	51C40	91	28.0	23.0	71.2	StrDef	0.0	673,978	40	5.0	25.3	1.2	4.8%	32,000	29.2	641,978	81,263,965	11,036,586	County will provide road approach work estimated at \$32,000	Indian Creek (Philberg Road)	5
97		Grant County	23C291	90	28.2	28.2	64.7	FunObs	0.0	382,630	13	0.0	36.7	0.0	0.0%	0	28.2	382,630	81,646,595	11,036,586	NG	North Fork John Day River	5
98		Wallowa County	63C79	99	25.8	20.8	74.0	NotDef	0.0	677,327	40	5.0	22.9	2.3	9.1%	61,300	28.1	616,027	82,262,622	11,097,886	County will provide road approach work estimated at \$61,300	Imnaha River (Upper Imnaha Road)	5
99		City - Portland	001696	92	27.4	15.3	80.9	NotDef	7.1	3,856,770	10,750	5.0	31.0	0.0	0.0%	0	27.4	3,856,770	86,119,392	11,097,886	None	N Vancouver Ave	1
100		City - Portland	08686	95	27.0	17.4	78.2	NotDef	9.6	289,306	6,100	0.0	39.2	0.0	0.0%	0	27.0	289,306	86,408,698	11,097,886	None	N Burpard St	1
101		City - Keizer	47C57	96	26.9	18.4	77.0	FunObs	8.5	1,000,000	5,500	0.0	54.7	0.0	0.0%	0	26.9	1,000,000	87,408,698	11,097,886	Match should be widening of Dearborn Avenue	Clatsop Creek Bridge at Dearborn Avenue	2
102		Wheeler County	069C05	98	26.1	15.0	81.3	NotDef	6.1	72,500	150	5.0	34.3	0.0	0.0%	0	26.1	72,500	87,481,198	11,097,886	None given	Bridge Creek (East Main Street, Mitchell)	4
103		Morrow County	49C12	102	22.3	22.3	72.1	FunObs	0.0	385,502	15	0.0	44.9	2.4	9.6%	36,800	24.7	348,702	87,829,900	11,134,686	County will provide road approach work estimated at \$36,800	Rhea Creek (Road Canyon Road)	5
104		City - Portland	51C02	100	24.4	16.2	79.7	NotDef	8.2	96,599	420	0.0	42.5	0.0	0.0%	0	24.4	96,599	87,926,499	11,134,686	None	SE Tacoma St Semi-Viaduct	1
105		City - Seaside	11150A	101	22.4	19.3	75.9	NotDef	3.1	1,730,000	2,000	0.0	36.7	1.5	5.8%	100,000	23.9	1,630,000	89,556,499	11,234,686	Match of \$100,000	12th Avenue Bridge - Necanicum River	2
106		Baker County	01C227	105	9	9	88.7	NotDef	0	382,933	66	0	37.6	2.4	0.096	36,800	11.4	346,133	89,902,632	11,271,486	County will provide road approach work estimated at \$36,800	Cracker Creek (Cracker Creek Road)	5
Not Eligible	0205 STIP	Multnomah County	06757					FunObs		20,000,000	26,613							290,000	290,000		\$ requested for local match shortfall for total of \$24.3 million	Broadway Bridge Rehab, Phases 4, 5 and 6	1
Not Eligible	0205 STIP	Clackamas County	06401	1	84.1	72.8	9.0	StrDef	1.3	1,770,000	1,620	10.0	0.0	0.0	0.0%	0	84.1	458,000	748,000	0	Request Match & Non-HBRR eligible road work costs : \$458,000	Zigzag River (Lolo Pass Road) Bridge	1
Not Eligible	0205 STIP	City - Portland	02026A	3	83.2	64.0	20.0	StrDef	9.2	1,801,377	17,955	10.0	15.5	0.0	0.0%	0	83.2	180,000	928,000	0	Combined with 02026B: Requesting OTIA funds as local Match for HBRR	SPRR - McLoughlin Blvd (Portland)	1
Not Eligible	0205 STIP	Jackson County	06947	6	77.3	64.8	19.0	StrDef	7.5	3,381,000	10,694	5.0	22.9	2.5	10.0%	338,100	79.8	3,042,900	3,970,900	338,100	on STIP: 10% Local Match	Bear Creek Bridge (East Pine Street)	3
Not Eligible	0205 STIP	City - Sutherlin	19B08	9	71.6	66.6	16.8	StrDef	0.0	1,724,290	115	5.0	20.4	5.0	20.0%	344,858	76.6	1,379,432	5,350,332	682,958	City will provide 20% in matching funds	Sutherlin Creek (Hastings Avenue)	3
Not Eligible	0205 STIP	Benton County	01441	11	69.3	59.3	25.9	StrDef	0.0	694,090	74	10.0	9.0	6.5	21.5%	149,000	75.8	545,000	5,895,332	831,958	Engineering, Project Management and Project Construction Support	Marys River (Harris Road) Covered Bridge	2
Not Eligible	0205 STIP	City - Portland	02026B	17	61.5	47.3	40.9	StrDef	9.2	1,801,377	17,955	5.0	22.9	0.0	0.0%	0	61.5	180,000	6,075,332	831,958	Combined with 02026A: Requesting OTIA funds as local Match for HBRR	SPRR - McLoughlin Blvd (Portland)	1
Not Eligible	NE Income	City - Bend	privat	115	10	0	0	Unkn	0	112,000	1	10	0	0	0	0							



METRO

October 4, 2001

Chair Steven Corey and
Members of the Oregon Transportation Commission
355 Capitol Street NE Room 101
Salem, OR 97301-3871

*Subject: 2001 Oregon Transportation Investment Act (HB 2142);
Metro Area Preservation Projects*

Dear Chair Corey:

The Joint Policy Advisory Committee on Transportation (JPACT) for the Portland Metropolitan Area has reviewed the candidate list of Metro area preservation projects submitted by local governments in conjunction with the 2001 Oregon Transportation Investment Act. We offer the following comments:

Preservation Projects and Criteria

JPACT supports the criteria developed and applied to the Metro area projects by ODOT Region 1 staff. We feel the criteria are consistent with the intent of HB 2142 and have been weighted and applied in a manner that supports both the state and regional interest. We agree the intent of the legislation is to not only preserve existing roads, but to do so in a manner that supports local community objectives, particularly downtowns and main streets. We also support those projects that will facilitate a transfer of a road from ODOT to a local jurisdiction consistent with its function, and projects that support the movement of freight and correct an identified safety problem.

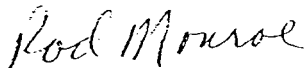
Preservation Project Recommendation

At this time, JPACT recommends carrying all the preservation projects forward for public review and comment. We feel all the projects are worthwhile for consideration and that the rank order of the projects is a good preliminary estimate of their relative merit (see attached). However, we feel it is premature to recommend a funding level for the preservation projects without reviewing them in context with the Region 1 bridge and modernization (lane capacity and interchange) portion of the Act.

We understand the Commission has set a statewide target for the split between the preservation and bridge portions of the Act. It's our understanding the recommended split reflects statewide needs and was not tailored to ODOT regions or metropolitan areas. In the final analysis, the Metro area needs may indeed differ from statewide needs reflected in the preservation target. We therefore respectfully request the opportunity to provide a recommendation on the preservation/bridge split as part of our final comments preceding the December deadline for ACTs and regional advisory committees. In addition, we are continuing to refine the ranking of the preservation projects and if any changes are warranted, we will provide those changes to you in December as well.

We thank you for the opportunity to comment on the Metro area preservation projects at this time. We await the results of the bridge project rankings, to be developed through the ODOT Bridge Management System, and the ODOT Region 1 ranking of the modernization projects submittals. We will provide further comment as that information becomes available.

Sincerely,



Rod Monroe, Chair
JPACT

MH/ff

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Attachment

cc: JPACT
Metro Council
Kay Van Sickle, ODOT Region 1



METRO

To: All Councilors

From: Councilor Rex Burkholder

Re: State Transportation Investment Act Modernization Projects

Date: October 24, 2001

This memo is a follow-up to the memo that I sent each of you last week. The local process for providing input on modernization projects to be funded through HB 2142 is moving rapidly. Both TPAC and JPACT have scheduled special meetings to facilitate development of our local recommendations. The TPAC meeting is Friday, October 26 and the JPACT meeting will be held on Thursday, November 1.

It is anticipated that ODOT Region 1 will be allocated about \$70 million for the funding of modernization projects. At tomorrow's Council meeting, during Councilor Communications, I will be initiating a discussion of the local modernization projects recommendation to solicit comments from each of you and develop a Council position that can be brought forward by our JPACT representatives at the November 1 meeting.

You should be aware that the position of ODOT Region 1 concerning its project recommendations has changed from the position outlined in the October 17 Kay Van Sickel memo that I forwarded to each of you last week. It appears that this memo only reflected the preliminary recommendation of a staff review team and did not represent the final recommendation of Region 1. Though we have not received additional written information concerning their final recommendation we believe it will include a short list of "must have" recommended projects and a second list of projects that could be further considered for funding within the region's overall allocation. We understand that the following projects will be included on the recommended and secondary lists:

Recommended Projects:

Wash. Co.--	Hwy 26, 217 Camelot	\$20,599,027
Wash. Co.--	Jackson School Rd. Interchange	16,133,900
Mult. Co.--	Lombard (East End) Connector	19,765,414
Outside Metro--	Miscellaneous Projects	2,000,000
TOTAL		\$58,498,341

Secondary List:

Mult. Co.--	Powell Blvd.	\$ 5,250,000
Wash. Co.--	Hwy 26, Murray-Cornell	2,811,634
Wash. Co.--	Nyberg Interchange	1,172,000
Clack. Co.--	Hwy 26 Signal Coordination	584,775
Clack. Co.--	Sunnyside Rd. Widening	10,000,000*
Clack. Co.--	Boeckman Rd.	7,793,003
Clack. Co.--	Hwy 211@213 (Molalla)	1,152,000
TOTAL		\$28,763,412

*Less than half of the requested amount

For the purpose of initiating Thursday's discussion I would propose the following:

- The Council should support funding for the projects within the tri-county area on the recommended project list. In the past, the Council has expressed support for the Camelot and Lombard East End Connector projects. The connector project also has strong support from the business and freight communities. The Jackson School Road Interchange project has strong legislative support.
- The Council should support funding for the Nyberg Interchange Project. During the recent MTIP funding process, partial funding was provided for the project and both JPACT and the Council indicated that they would support an application for state funding.
- The Council requests that ODOT consider the following factors in funding projects in the Metro area:
 - interchange management plans be developed for projects such as the Jackson School Road Interchange project or any other interchange project
 - provisions of the acknowledged Metro RTP related to rural connectors to urban areas
 - provisions of the acknowledged Metro RTP related to "green streets" and regional street design guidelines

If the Council chooses to support the recommended list noted above and the Nyberg Interchange project, there will be about \$10 million of the expected allocation available for other projects. The Council may wish to consider projects from the secondary list or from the broader list of all submitted projects (see attached ranking list for all projects). It should be noted that no project ranked lower than 24th was included on the ODOT recommended or secondary list. This would indicate that any other project that the Council might wish to support would likely have to be ranked in the top 25 on the ODOT ranking list. In addition, since the recommended list contains no projects from Clackamas County, it may be necessary to consider one or more Clackamas County projects for funding from the remaining anticipated allocation.

As always, we should consider the effect of proposed projects on Metro's adopted growth management and transportation plans. Though the state process does not specifically consider these factors the future of our region will depend on how well development patterns and the evolution of our transportation system work together to support the desired urban form for the metropolitan area.

I am looking forward to our discussion and hearing your thoughts with regard to developing a Council position on the proposed modernization projects.



Oregon

John A. Kitzhaber, M.D., Governor

Governor's Office of Community Development

Mailing Address: 900 Court St., NE

Salem, Oregon 97301-4047

(503) 378-6892

(503) 378-6591 Fax

October 30, 2001

MEMO

TO: JPACT

FROM: Vince Chiotti, Chair
Metro/Hood River Regional Community Solutions Team

RE: HB 2142 Modernization Projects

Thank you for the opportunity to comment on the projects submitted to ODOT for consideration of HB 2142 funding. As you know, the Community Solutions Team is based on the concept of total community development. Thus, the context of our comments includes economic development, transportation, housing, land use and environmental issues, concerns and opportunities. We also looked for areas where the projects may "leverage" other opportunities.

The Metro/Hood River Regional CST generally is satisfied with ODOT's application of criteria and evaluation factors. Due to the quantity of projects submitted, we are providing highlights of our "most significant comments", while providing Metro staff with a complete list of input for all projects. We have made copies available, should you wish to review them.

We believe some projects are inappropriate for funding because sufficient planning has not been completed – a funding decision on the "I-5/Victory Blvd/Lombard" project should await completion of development of the I-5 corridor plan coming out of the I-5 Transportation & Trade Partnership.

Some projects appear to be rather weakly related to the capacity enhancement objectives of OTIA. These are noted in our composite comments provided to Metro.

The Regional CST believes certain projects may be under evaluated in ODOT's ranking and wishes to draw JPACT's attention to them. They are:

- US 26 – Cornelius Pass Interchange – The private sector contribution to this project supports its importance for economic development in Washington County.

☐ Central Office and Valley/Coast

Office of the Governor
155 Cottage Street, NE
Salem, OR 97301
(503) 378-6892, ext. 26
(503) 378-6591 Fax

☐ Eastern

Office of the Governor
505 Ward Street
Milton Freewater, OR 97862
(541) 938-9327
(541) 938-8001 Fax

☐ Southwest

Office of the Governor
PO BOX 3275
155 N First Street
Central Point, OR 97502
(541) 664-6676, ext. 221
(541) 858-3142 Fax

☐ Central Corridor

Office of the Governor
2146 NE 4th Street
Bend, OR 97701
(541) 388-6146, ext. 252
(541) 388-8283 Fax



- Sunnyside Extension and Foster/162nd Intersection – These projects support the planned UGB expansion in the Pleasant Valley area, which is very dependent upon the provision of an adequate local street network.
- Boeckman Road Extension – The Regional CST recognizes the potential for the Dammasch “urban village” development in Wilsonville and believes this project to be a critical component of the development. This project needs to be clarified in the context of the larger development plan. The regional benefits of the proposed urban village appear substantial, enhanced further by the linkage to the proposed commuter rail line. Three issues seem critical to evaluating this project for immediate funding: 1) constructability, given environmental issues, which seem to be “doable”; 2) timing, i.e. can the first stages of development of the urban village proceed on the basis of other planned transportation improvements and 3) the overall public infrastructure cost of the development and local expectations for subsequent state investments.
- SW Bancroft/Macadam – The development of the North Macadam area is an important opportunity for Portland which this project supports.

Thank you for the opportunity to comment.



Oregon

John A. Kitzhaber, M.D., Governor

Governor's Office of Community Development

Mailing Address: 900 Court St., NE

Salem, Oregon 97301-4047

(503) 378-6892

(503) 378-6591 Fax

October 30, 2001

To: Kay Van Sickel, Manager, ODOT Region 1

From: Vince Chiotti, Chair
Metro/Hood River Community Solutions Team

Re: Metro/Hood River CST Comments on OTIA Modernization Project Applications

Thank you for the opportunity to comment on the projects submitted to ODOT for consideration of HB 2142 funding. As you know, the Community Solutions Team is based on the concept of total community development. Thus, the context of our comments includes economic development, transportation, housing, land use and environmental issues, concerns and opportunities. We also looked for areas where the projects may "leverage" opportunities.

Project 20 - Jackson School Road Interchange

Since the project will be in rural agricultural lands, steps must be taken (access controls) to prohibit inappropriate development around the interchange; the project budget needs to take into account this expense. An interchange management plan needs to be developed prior to construction.

1/Project 27 - Hwy 26: Murray Blvd-Cornell Rd

The economic benefits (employment, freight mobility) towards reducing congestion on the Sunrise Highway were noted, as was the contrary notion of the project supporting long distance commuting. The currently initiated amendment of the "Financial Constrained" RTP will have to be completed prior to construction.

2/Project 18 - US 26: Hwy 217 to Camelot Interchange

Economic benefits as noted above.

3/Project 21 - East Columbia Blvd-Lombard St Connector

Major economic benefits regarding freight mobility and a high priority for the Columbia Corridor Association. The project solves a major traffic issue re: airport access. DLCD questions the project's contribution to community livability and recommends an area-wide access management plan prior to construction.

4/Project 19 - I-5: Victory Blvd to Lombard St

This project has not completed its planning process (*I-5 Trade Partnership*) and should not be funded without this necessary work and community input.

5/Project 10 - I-5: Nyberg Interchange Widening

The freight mobility attributes of project were noted. The project also leverages Metro MTIP and ODOT funds. Interchange management plan needs to be developed.

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Office of the Governor
155 Cottage Street, NE
Salem, OR 97301
(503) 378-6892, ext. 26
(503) 378-6591 Fax

☐ **Eastern**

Office of the Governor
505 Ward Street
Milton Freewater, OR 97862
(541) 938-9327
(541) 938-8001 Fax

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Office of the Governor
PO BOX 3275
155 N First Street
Central Point, OR 97502
(541) 664-6676, ext. 221
(541) 858-3142 Fax

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6/Project 36 - Powell Blvd. (US 26) 174th to Burnside

An access management plan will be very important to the project success, in trying to avoid strip development.

8/Project 9 - US 26: NW Cornelius Pass Rd Interchange Improvements

This is an important economic development project, improving access to a number of industrial sites. The project reflects a long term planning process and partnership among the County, ODOT and Intel, and builds on a short term fix with Immediate Opportunity Funds that was implemented several years ago. Continued private contributions are anticipated after recovery from the economic downturn.

9/Project 28 - Murray Blvd Extension: Shoals Ferry Rd-Barrows Rd

Project supports local Town Center. Whether there needs to be a strong access management component to the project is unclear from the application and requires ODOT follow-up.

10/Project 10 - US 26 Signal Coordination in City of Sandy

Positive contribution to community livability, freight mobility and leveraging of previous improvements noted. ODOT may wish to condition funding to implementation of its STA agreement with the City of Sandy.

11/Project 24 - S Leg of SW 208th/Hwy 8 Intersection

Project seems to provide limited benefit to community livability.

12/Project 39 - Sunnyside Road: SE 122nd-SE 172nd

A required project for future development in Clackamas Regional Center and Pleasant Valley. Access management must be an important project component. Project phasing should be considered given the project's size. Transit improvements on Sunnyside should be properly staged with growth.

14/Project 35 - Boeckman Road-Tooze Road Connection

The regional benefits of the proposed urban village appear substantial, enhanced further by the linkage to the proposed commuter rail line. Three issues seem critical to evaluating this project for immediate funding: 1) constructability, given environmental issues; 2) timing, as can the first stages of development of the urban village proceed on the basis of other planned transportation improvements and 3) the overall public infrastructure cost of the development and local expectations for subsequent state investments.

16/Project 12 - Hall Blvd. Improvements

Only a portion of the project is on "Financially Constrained" RTP. Project benefits seem modest.

17/Project 30 - State Hwy 282 at Brookside/Eliot Traffic Signal

This represents a dangerous locale, but whether the project constitutes a capacity project requires further examination.

18/Project 38 -OR99E/Territorial Rd Intersection Improvements and Signalization

Project seems to offer modest benefit to community livability or capacity enhancement.

19/Tonquin Rd Improvements

Project is not on the "Financially Constrained" RTP and may have TPR compliance problems as well. An access management plan is necessary.

21/Project 5 - NE Cully Blvd-Prescott St to Killingsworth St

Strong community livability characteristics. Supports affordable housing investments in area. Qualification as a capacity project under OTIA needs further examination.

22/Project 34 - Downtown Estacada: Hwy 224/Hwy 211 Intersection Capacity

Project consistent with sound community planning effort but capacity enhancement components of project are of modest benefit.

23/Project 13 - Greenburg Rd Improvements

Project supports Washington Square Regional Center.

24/Project 6 - SW Bancroft/Macadam Intersection Improvements

The project supports development of the North Macadam area, a major urban development, and leverages upon a variety of other, current and future, public investments.

25/Project 4 - SW Garden Home Rd/Multnomah Rd Intersection

Modest benefits.

25/Project 24 - State Hwy 211 and Hwy 213 Intersection Improvements

Project corrects a significant problem, however, area planning for growth has been somewhat lacking.

26/Project 40 - Dubarko Dr/Tickle Creek Crossing

Project is linked to an ODOT funded Local Streets Network program project in that it covers an unanticipated cost overrun to address fish habitat. Original project ranks high on livability criteria.

27/Project 31 - Hood River-White Salmon Bridge Toll Plaza Improvement

Project does not appear in transportation plans and only modestly meets program criteria.

28/Project 2 - SE Foster Rd and SE Barbara Welch Rd Intersection

Project is the third segment of a set of Foster Rd improvements which provide positive livability enhancements.

29/Project 1 - SE 162nd Ave and Foster Rd Improvements

Project supports Pleasant Valley development (UGB expansion) and corrects a high accident location. This is a stronger component than the project above and ideally should precede it.

30/Project 3 - NE Fremont St/NEMLK Jr. Blvd. Left Turn Lanes

Limited livability benefits.

31/Project 32 - Hwy 99E/Ivy St. Intersection and Arterial Capacity Improvements

Project provides strong support to Canby's downtown by correcting a problem intersection. Project could enhance freight movements if geometric improvements sufficient to remove truck detour. Project builds on strong community planning effort.

34/Project 33 - Berg Parkway/99E in Canby

Project improves local street connectivity for Canby, thereby enhancing 99E. Access management needs to be considered

35/Project 37 - Hwy 213/Mulino Rd and Carus Rd Intersections

Modest QDO benefits

37/Project 16 Transit Priority for Westside Portland State Highways &

37/Project 17 Transit Priority for Eastside Portland State Highways

Transit improvements rank high against QDO and TPR objectives. Supportive of other extensive regional investment in transit.

38/Project 42 - West Linn Hwy 43 Transit Improvements

Modest benefits, project not in RTP.

39/Project 43 - Willamette Falls Dr Bicycle/Pedestrian Path

Not particularly appropriate for OTIA program objectives.

Thank you for the opportunity to comment.



Oregon

DEPARTMENT OF
TRANSPORTATION
Region 1
Planning & Development

DATE: October 31, 2001

TO: Rod Monroe,
Chairman, JPACT

FROM: Kay Van Sickel
Region 1, Manager

SUBJECT: OTIA Priority Funding

MEMO

123 NW Flanders
Portland, OR 97209
(503) 731-8200
(503) 731-8259 (fax)

As JPACT deliberates on its priorities for OTIA funding, the Department would like to emphasize a few key points.

1. The Department has evaluated all submitted project applications; Region 1 has evaluated Preservation and Modernization projects and a statewide bridge committee with local government representation has evaluated Bridge applications. The ranked results of these evaluations have been provided to Metro and are available for your discussion. We believe we have applied the adopted criteria and evaluation factors in an objective fashion commensurate with the policy objectives of HB 2142.
2. In addition to Metro, Region 1 consists of a portion of the NWACT and some rural areas, such as Hood River County, not covered by either. This means Region 1, and ultimately the OTC, will have to balance JPACT priorities with those of the NWACT and the merits of non-represented rural projects.
3. To date, the OTC is sub-allocating the \$200 million portion of the package for Bridge and Preservation as follows: \$120 million for Bridges; \$60 million for Preservation, and \$20 million to be divided among the programs on the basis of several factors, such as project quality and regional equity.
4. As both Rep. Starr and Bruce Warner have expressed in the past to JPACT, satisfactorily meeting the legislature's intent for this program is critical for continuing support for needed transportation programs in Oregon. While program eligibility is broadly defined, the final package must address certain transportation problems to an acceptable degree. For Modernization the Department takes this to mean that a substantial portion of the program needs to be focused on capacity improvements on the State System representing long

standing ODOT commitments, improvements to freight movements and economic efficiency or significant safety problems.

In Region 1, the Department supports the inclusion of two JPACT "priority" projects in the OTIA Modernization program: "US 26:Hwy 217 to Camelot Interchange" and "East Columbia Blvd. – Lombard St. Connector". These are long standing priorities for which the region's planning process has determined will provide significant public benefit. Additionally, the Department supports inclusion of the Jackson School Road Interchange on US 26 in rural Washington County in order to correct the safety hazard presented by the current at-grade intersection with our freeway level facility.

5. Our evaluation of all the submitted Modernization projects identified a number of other strong candidates for funding. While not recommending one over another for funding, we offer the following "B" list of projects, which our evaluation indicated best fit program objectives, for your consideration:

- US 26: Murray Blvd. – Cornell Rd.
- I-5/Nyberg Interchange widening
- Powell Blvd.: 174th to Burnside
- US 26/NW Cornelius Pass Rd Interchange
- Murray Blvd. Extension: Scholls Ferry Rd – Barrows Rd.
- S. Leg of SW 208th/Hwy 8 Intersection
- Sunnyside Rd.: 122nd to 172nd
- Boeckman Rd – Tooze Rd. Connection

Please note that while "I-5: Victory Blvd. – Lombard St." ranked very high, the Department believes a funding decision on this project needs to await the corridor strategic plan being developed in the Portland/Vancouver I-5 Transportation and Trade Partnership process.

Last, we are appreciative of the cooperation of Metro, JPACT and our regional governmental partners in moving smoothly through the OTIA project selection process under very tight time constraints. As with subsequent project delivery, an efficient and amiable selection process is an important component in the program's perceived success.

KVS:DGW:pjk